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Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES [NEW]

[Reg. Docket No. 1937; Amdt. 340]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 [New] (14 CFR Part 97 [New]) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Dickinson VOR.....	DK-LFR.....	Direct.....	4300	T-dn..... C-d..... C-n..... A-dn.....	300-1 500-1 500-1½ 800-2	300-1 600-1 600-1½ 800-2	200-½ 600-1½ 600-1½ 800-2

Procedure turn W side N crs, 348° Outbnd, 168° Inbnd, 4300' within 10 miles.

Minimum altitude over facility on final approach crs, 3600'.

Crs and distance, facility to airport, 168°—1.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing DK LFR, make left climbing turn to 4300' and return to the LFR.

AIR CARRIER NOTE: Night takeoffs and landings authorized NW-SE runway only.

CAUTION: KDIX tower 2751' MSL 3.9 miles N of DK-LFR. Tower 3062' MSL 3.5 miles NE of VOR.

NOTE: Final approach from holding pattern at the LFR not authorized. Procedure turn required.

City, Dickinson; State, N. Dak.; Airport Name, Dickinson Municipal; Elev., 2589'; Fac. Class., SBMRAZ; Ident., DK; Procedure No. 1, Amdt. 9; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 8; Dated, 19 Aug. 61

PROCEDURE CANCELLED, EFFECTIVE 5 OCTOBER 1963, OR UPON DECOMMISSIONING OF LFR.

City, Westfield; State, Mass.; Airport Name, Barnes Municipal; Elev., 270'; Fac. Class., SBMRLZ; Ident., AF; Procedure No. 1, Amdt. 6; Eff. Date, 23 Mar. 63; Sup. Amdt. No. 5; Dated, 29 June 57

RULES AND REGULATIONS

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Boston VOR.....	BE-LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Manchester VOR.....	BE-LOM.....	Direct.....	2000	C-dn.....	600-1	600-1	600-1½
Framingham Int.....	BE-LOM.....	Direct.....	2000	S-dn-11.....	500-1	500-1	500-1
Hollis Int.....	BE-LOM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Millbury Int.....	BE-LOM.....	Direct.....	2500				
Lawrence VOR.....	BE-LOM.....	Direct.....	2000				
Lawrence Rbn.....	BE-LOM.....	Direct.....	2000				

Radar vectoring is authorized in accordance with approved patterns by BOS APC.

Procedure turn S side of crs 292° Outbnd, 112° Inbnd, 1600' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 112°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing BE LOM, make left-climbing, turn to 1600'. Hold W of LOM 112° Inbnd, 1-minute right turns.

CAUTION: 570' tower 3 miles NE of airport. 368' stack SE side of airport.

City, Bedford; State, Mass.; Airport Name, Hanscomb Field; Elev., 133'; Fac. Class., HW (LOM); Ident., BE; Procedure No. 1, Amdt. 2; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 1; Dated, 22 Sept. 62

				T-dn-19.....	300-1	300-1	200-1½
				T-dn-01.....	500-2	500-2	500-2
				C-dn.....	700-1½	700-1½	700-2
				S-dn-01.....	400-1	500-1	500-1
				A-dn.....	1000-3	1000-3	1000-3

Procedure turn E side of crs, 183° Outbnd, 003° Inbnd, 3000' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 003°—1.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.2 miles, turn left, climb to 3000' on crs of 183° within 15 miles.

CAUTION: High terrain E of airport, all maneuvering to be accomplished W of airport. 1000' terrain 2 miles NNE, 2000' hills 5 miles E, 3000' hills 7 miles E.

AIR CARRIER NOTE: Sliding scale not authorized.

Other change: Deletes shuttle.

City, Bettles; State, Alaska; Airport Name, Bettles; Elev., 665'; Fac. Class., SBRAZ; Ident., BS; Procedure No. 1, Amdt. 1; Eff. Date, 5 Oct. 63; Sup. Amdt. No. Orig.; Dated 9 May 59

				T-dn.....	300-1	300-1	200-1½
				C-dn.....	900-1	900-1	900-1½
				A-dn.....	900-2	900-2	900-2
				*If N fan marker received minimums are:			
				C-dn.....	500-1	500-1	500-1½
				S-dn-15.....	400-1	400-1	400-1

Procedure turn W side of crs 333° Outbnd, 153° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs 1200', * 700 after passing N fan marker.

Course and distance, facility to airport **333°—0.7 mile; from N fan marker to airport, 4.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing N fan marker, or over the POE Rbn, climb to 2000' on track 153°, turn right and return to the POE Rbn.

NOTES: *When N fan marker received descent to 700' is authorized. Authorized for military use only except by prior arrangement. Procedure not entirely within controlled airspace. **POE Rbn is 0.7 mile SE of airport.

CAUTION: Pilots using this approach must acquaint themselves with any activity in R-3803 and R-3804.

City, Fort Polk; State, La.; Airport Name, Polk AAF; Elev., 330'; Fac. Class., MHW; Ident., POE; Procedure No. 2, Amdt. 1; Eff. Date, 5 Oct. 63; Sup. Amdt. No. Orig.; Dated, 2 Mar. 63

				T-dn.....	300-1	300-1	200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-13.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

No procedure turn due R-2103. Radar vectors to final approach required.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 134°—4.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOR RBN, climb to 2000' and proceed direct to DHN VOR via R-264 DHN VOR.

NOTES: (1) This procedure to be utilized only by aircraft having operating VOR and ADF receivers. (2) Procedure not authorized unless Cairns Radar in operation. (3) Authorized for military use only except by prior arrangement.

City, Fort Rucker; State, Ala.; Airport Name, Cairns AAF; Elev., 305'; Fac. Class., MHW; Ident., LOR; Procedure No. 3, Amdt. Orig.; Eff. Date, 5 Oct. 63

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
MKC-VOR	LOM	Direct	2600	T-dn#	300-1	300-1	*300-1
BSP VOR	LOM	Direct	2600	C-dn%	700-1	700-1	700-1½
Farley RBN	LOM	Direct	2600	A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, LOM to Bluff FM 185°—3.8 miles; Bluff FM to airport, 223°—0.7 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing MK LOM or at Bluff FM, make right turn climbing to 2700', intercept the 310° bearing to Farley RBN. Proceed to Farley RBN or, when directed by ATC, make right turn climbing to 2700', intercept R-283 BSP VOR, proceed to Lansing Int.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

CAUTION: Numerous obstructions 1100' or below NE, SW, and NW quadrants within 1.7 miles of airport.

Other change: Deletes transition from Liberty RBN.

*Unless radar vectored and the weather is below 1000-3: Aircraft taking off SE, S, or SW and planned route is between 090° and 180°, intercept the RIS VOR R-200 or MKC R-180, climb to 2500' before proceeding on crs.

Aircraft taking off NW, N, or NE and planned route is between 090° and 180°, climb to 2500' before proceeding S of the 090° ADF bearing from KC LMM.

*No reduction takeoff minimums except Runway 31.

%Circling SE of airport from 090° clockwise to 180° not authorized, obstructions above 1000' in this area, highest 2049' 4.0 miles SSE of airport.

City, Kansas City; State, Kans.; Airport Name, Fairfax Municipal; Elev., 746'; Fac. Class., LOM; Ident., MK; Procedure No. 1, Amdt. 4; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 3; Dated, 29 June 63

MKC VOR	LOM	Direct	2600	T-dn #	**300-1	**300-1	%300-1
BSP-VOR	LOM	Direct	2600	C-dn #	*700-1	700-1	700-1½
Farley RBN	LOM	Direct	2600	S-dn-18	*700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 2600' within 10 miles of MK LOM.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, facility to airport, 185°—5.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing MK LOM or at KC LMM, make right turn climbing to 2700' intercept the 310° bearing to Farley RBN. Proceed to Farley RBN or, when directed by ATC, make right turn as soon as practical climbing to 3000' on MKC R-190 till intercepting BSP R-260, then proceed to BSP VOR.

NOTES: (1) Aircraft executing missed approach may be radar controlled after being reidentified. (2) Circling or straight-in approaches to Runways 03-35-36 not authorized when MKC weather sequence remarks indicate cloud height below authorized minimums.

**AIR CARRIER NOTE: No reduction in takeoff minimums except on Runway 36.

%AIR CARRIER NOTE: 200-½ authorized Runway 36 only.

Other change: Deletes transition from Liberty RBN.

*Unless radar vectored when weather is below 1000-3: Aircraft taking off S or SW and planned route is between 090° and 180°, intercept the RIS-VOR R-210 or MKC-VOR R-190, climb to 2500' before proceeding on crs; aircraft taking off N or NE and planned route is between 090° and 180°, climb to 2500' before proceeding S of the 090° ADF bearing from KC LMM.

*600-1 if Bluff FM received (cross FM not less than 1460').

#Circling not authorized E of airport in sector from 090° through 180° due to numerous tall obstructions. Sliding scale not authorized for circling approaches.

City, Kansas City; State, Mo.; Airport Name, Municipal; Elev., 758'; Fac. Class., LOM; Ident., MK; Procedure No. 1, Amdt. 6; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 5; Dated, 29 June 63

Boston VOR	LWM Rbn	Direct	2000	T-dn	300-1	300-1	300-1
Manchester VOR	LWM Rbn	Direct	2000	C-dn	500-1	500-1	500-1½
Bedford Rbn	LWM Rbn	Direct	2000	A-dn*	NA	NA	NA
Hollis Int	LWM Rbn	Direct	2000				

Radar vectoring authorized in accordance with approved patterns by BOS APC.

Procedure turn S side of crs, 231° Outbnd, 051° Inbnd, 1900' within 10 miles.

Minimum altitude over facility on final approach crs, 1400'.

Crs and distance, facility to airport, 051°—2.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles after passing LWM Rbn, make a right climb-in turn to 1900', return to LWM Rbn. Hold SW, 051° inbnd, 1-minute right turns.

NOTE: Facility operated by city.

*Alternate weather minimums of 800-2 authorized only for those who have an approved arrangement for weather service at the airport.

City, Lawrence; State, Mass.; Airport Name, Lawrence Municipal; Elev., 165'; Fac. Class., MHW; Ident., LWM; Procedure No. 1, Amdt. 5; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 4; Dated, 11 Nov. 61

RIC VOR	RIC RBN	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of crs, 218° Outbnd, 038° Inbnd, 2000' within 10 miles.

Nonstandard due obstruction.

Minimum altitude over facility on final approach crs, 800'.

Crs and distance, facility to airport, 018°—1.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.7 miles after passing RIC RBN, make immediate right climbing turn to 2000' direct to RIC RBN, hold SW, 038° Inbnd, 1-minute right turns.

City, Richmond; State, Va.; Airport Name, Byrd Field; Elev., 167'; Fac. Class., SABH; Ident., RIC; Procedure No. 2, Amdt. Orig.; Eff. Date, 5 Oct. 63

Point of Rocks FM	LOM	Direct	9200	T-dn	300-1	300-1	200-½
RKS-VOR	LOM	Direct	9200	C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 074° Outbnd, 254° Inbnd, 9200' within 10 miles.

Minimum altitude over facility on final approach crs, 8600'.

Crs and distance, facility to airport, 254°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, climb to 10,000' on 254° crs from LOM within 10 miles.

City Rock Springs; State, Wyo.; Airport Name, Municipal; Elev., 6752'; Fac. Class., LOM; Ident., RK; Procedure No. 1, Amdt. Orig.; Eff. Date, 5 Oct. 63

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CTR VOR.....	BAF RBn.....	Direct.....	3300	T-d*.....	700-1	700-1	700-1
BAF VOR.....	BAF RBn.....	Direct.....	3000	T-n*.....	700-2	700-2	700-2
				C-d.....	800-1	800-2	800-2
				C-n.....	800-2	800-2	800-2
				S-d-20.....	800-1	800-1½	800-1½
				S-n.....	800-2	800-2	800-2
				A-dn.....	1500-2	1500-2	1500-2

Procedure turn W side of crs, 023° Outbnd, 203° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 203°—4.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles after passing BAF RBn, climb to 2000' on heading of 203° within 10 miles, make right-climbing turn to 3000' direct to BAF RBn. Hold N, 203° Inbnd, 1-minute right turns.

*800-1 day, 800-2 night required for takeoff on Runways 9 and 15.

City, Westfield; State, Mass.; Airport Name, Barnes Municipal; Elev., 270'; Fac. Class., BMH; Ident., BAF; Procedure No. 1, Amdt. Orig.; Eff. Date, 5 Oct. 63, or upon commissioning of facility

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Dickinson LFR.....	DIK-VOR.....	Direct.....	4300	T-dn.....	300-1	300-1	200-½
				C-d.....	500-1	600-1	600-1½
				C-n.....	500-1½	600-1½	600-1½
				A-dn.....	800-2	800-2	800-2

Procedure turn W side N crs, 359° Outbnd, 179° Inbnd, 4300' within 10 miles.

Minimum altitude over facility on final approach crs, 4100'.

Crs and distance, facility to airport, 179°—3.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing DIK VOR make left-climbing turn to 4300' and return to VOR.

AIR CARRIER NOTE: Night takeoffs and landings authorized NW-SE runway only.

CAUTION: KDIX tower 3.9 miles N DK-LFR 2751' MSL. Tower 3062' MSL 3.5 miles NE of VOR.

City, Dickinson; State, N. Dak.; Airport Name, Dickinson Municipal; Elev., 2589'; Fac. Class., BVORTAC; Ident., DIK; Procedure No. 1, Amdt. 6; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 5; Dated, 19 Aug. 61

				T-dn.....	500-2	500-2	NA
				C-dn.....	1000-3	1000-3	NA
				A-dn.....	NA	NA	NA

Procedure turn W side of crs, 002° Outbnd, 182° Inbnd, 3000' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over facility on final approach crs, 2300'.

Crs and distance, facility to airport, 182°—14.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of FYV VOR, turn left and climb to 3000' on R-002 within 20 miles.

City, Fayetteville; State, Ark.; Airport Name, Drake Field; Elev., 1251'; Fac. Class., BVOR-DME; Ident., FYV; Procedure No. 1, Amdt. 1; Eff. Date, 5 Oct. 63; Sup. Amdt. No. Orig.; Dated, 5 July 58

GL-LFR.....	GAL-VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	200-½
				C-dn.....	500-1	500-1	500-1½
				S-dn-25.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 045° Outbnd, 225° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 248°—3.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing GAL-VOR, turn left, climb to 2500' on R-045 GAL-VOR.

City, Galena; State, Alaska; Airport Name, Galena; Elev., 128'; Fac. Class., H-VOR; Ident., GAL; Procedure No. 1, Amdt. Orig.; Eff. Date, 5 Oct. 63, or upon commissioning of facility

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn*-----	#300-1	#300-1	#300-1
				C-dn%-----	1000-3	1000-3	1000-3
				S-dn-18-----	1000-3	1000-3	1000-3
				A-dn-----	1000-3	1000-3	1000-3

Radar vectoring authorized to final approach crs in accordance with approved patterns.

Procedure turn W side of crs, 351° Outbnd, 171° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 2600'.

Crs and distance, facility to airport, 171°—8.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.7 miles after passing MKC-VOR, make right turn, climbing to 2700', intercept the 310° bearing to Farley RBN. Proceed to Farley RBN or, when directed by ATC, make right turn climbing to 2700', intercept BSP-VOR R-283 and proceed to Lansing Int.

NOTES: (1) Aircraft executing missed approach may be radar controlled after being reidentified. (2) Circling or straight-in approaches to Runways 03-35-36 not authorized when MKC weather remarks indicate cloud height below authorized minimums.

*Unless radar vectored when weather is below 1000-3: Aircraft taking off S or SW and planned route is between 090° and 180°, intercept the RIS-VOR R-210 or MKC-VOR R-190, climb to 2500' before proceeding on crs; aircraft taking off N or NE and planned route is between 090° and 180°, climb to 2500' before proceeding S of the 090° ADF bearing from KC LMM.

#AIR CARRIER NOTE: No reduction in takeoff minimums except on Runway 36.

##AIR CARRIER NOTE: 200-½ authorized Runway 36 only.

%Circling not authorized E of airport in sector 090° through 180° due to numerous tall obstructions. Sliding scale not authorized for circling approaches

City, Kansas City; State, Mo.; Airport Name, Kansas City; Elev., 758'; Fac. Class., BVORTAC; Ident., MKC; Procedure No. 1, Amdt. 7; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 6; Dated, 29 June 63

Findlay VOR-----	LIA VOR-----	Direct-----	2700	T-dn-----	300-1	300-1	NA
Peterson Int#-----	LIA VOR (final)-----	Direct##-----	1600	C-dn-----	400-1	500-1	NA
RSD VOR-----	LIA VOR-----	Direct-----	2800	S-dn-27-----	400-1	400-1	NA
Coldwater Int-----	LIA VOR-----	Via R-265-----	3000	A-dn*-----	NA	NA	NA

Procedure turn N side of crs, 091° Outbnd, 271° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 271°—2.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles after passing LIA VOR, make right-climbing turn, continue climb to 2600' on R-091 within 10 miles, then reverse crs and proceed direct to LIA VOR, hold E 091° Outbnd, 271° Inbnd, 1-minute right turns.

CAUTION: 1280' tower 5.5 miles NW of airport. 1160' tower 4.0 miles W of airport.

*800-2 authorized for those air carriers having approved weather reporting service at the airport.

#Peterson Int: Int FDY VOR R-200 and LIA VOR R-091.

##This transition authorized southbound on V-47 only.

Other change: Deletes transition from Lima RBN.

City, Lima; State, Ohio; Airport Name, Allen County; Elev., 976'; Fac. Class., BVOR; Ident., LIA; Procedure No. 1, Amdt. 1; Eff. Date, 5 Oct. 63; Sup. Amdt. No. Orig.; Dated, 16 Mar. 63

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BI LFR-----	BJU VOR-----	Direct-----	3000	T-dn-----	300-1	300-1	200-½
				C-dn-----	500-1	500-1	500-½
				S-dn-18*-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Procedure turn E side of crs, 010° Outbnd, 190° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs, 1700'; over BI LFR, 1800'.

Crs and distance, breakoff point to approach end of Runway 18, 178°—1.0 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, turn left, climb to 3000' on R-010 of BJU VOR within 15 miles.

CAUTION: Restricted area R-2202, R-2208, and R-2209 W of airport.

*Maintain 1800' until past BI LFR; if LFR not identified on final, circling minimum applies.

City, Big Delta; State, Alaska; Airport Name, Big Delta; Elev., 1266'; Fac. Class., H-VOR; Ident., BJU; Procedure No. TerVOR-18, Amdt. Orig.; Eff. Date, 5 Oct. 63, or upon commissioning of facility

Abbeville Int-----	OZR VOR-----	Direct-----	2000	T-dn-----	300-1	300-1	200-½
DHN VOR-----	OZR VOR-----	Direct-----	2000	C-dn-----	800-1	800-1	800-½
Skipperville Int-----	OZR VOR-----	Direct-----	2000	S-dn-24-----	800-1	800-1	800-1
Hartford Int-----	OZR VOR-----	Direct-----	2000	A-dn-----	800-2	800-2	800-2
Enterprise RBN-----	OZR VOR-----	Direct-----	2000	If *Newton Int received, minimums become:			
Darlington Int-----	OZR VOR-----	Direct-----	2000	C-dn-----	500-1	500-1	500-½
				S-dn-24-----	400-1	400-1	400-1

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 060° Outbnd, 240° Inbnd, 1700' within 10 miles.

Minimum altitude over facility on final approach crs, 1100' (700' if Newton Int identified).

Crs and distance, breakoff point to end of Runway 24, 238°—1.0 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, turn right, climb to 2000' on R-280 OZR VOR within 20 miles.

NOTE: Authorized for military use only except by prior arrangement.

*Newton Int: Int R-160 HEY VOR and R-060 OZR VOR.

City, Fort Rucker; State, Ala.; Airport Name, Cairns AAF; Elev., 305'; Fac. Class., TerVOR; Ident., OZR; Procedure No. TerVOR-24, Amdt. 1; Eff. Date, 5 Oct. 63; Sup. Amdt. No. Orig.; Dated, 14 Sept. 63

RULES AND REGULATIONS

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn#-----	*300-1	*300-1	**300-1
				C-dn%-----	900-1	900-1	\$900-1½
				S-dn-3-----	900-1	900-1	900-1
				A-dn-----	900-2	900-2	900-2

Procedure turn not authorized. Radar vectoring to final approach crs required in accordance with approved patterns.

If radar contact not established or radar inoperative, execution of this procedure not authorized.

Aircraft will be released for final approach over the 6-mile radar fix or Kaw Int@.

Minimum altitude over 6-mile radar fix or Kaw Int@ on final approach crs, 2600'.

Crs and distance, 6-mile radar fix or Kaw Int@ to airport, 026°—6.0 miles.

Crs and distance, breakoff point to approach end of runway 3, 031°—1.0 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing the 6-mile radar fix or Kaw Int@, make left turn, climb to 2700', intercept the 310° bearing to Farley RBN, proceed to FRY RBN or, when directed by ATC, climb to 2600', proceed to MK LOM.

NOTES: (1) Aircraft executing missed approach may be radar controlled after being reidentified. (2) Circling or straight-in approaches to Runways 03-35-36 not authorized when MKC weather sequence remarks indicate cloud height below authorized minimums.

CAUTION: Numerous obstructions 1000' MSL or below, NW, NE, and SW quadrants within 1.7 miles of airport.

*No reductions in takeoff minimums except on Runway 36.

**AIR CARRIER NOTE: 200-½ authorized on Runway 36 only.

%Circling E to SE of airport from 090° clockwise to 180° not authorized. Obstructions above 1000' MSL in this area, highest 2049' MSL 2.7 miles SSE of airport. Sliding scale not authorized for circling approaches.

#900-3 required for turbojet aircraft when circling for Runway 36.

#Unless radar vectored and if the weather is below 1000-3: Aircraft taking off S or SW and planned route is between 090° and 180°, intercept the RIS-VOR R-210 or MKC-VOR R-190, climb to 2500' MSL before proceeding on crs. Aircraft taking off N or NE and planned route is between 090° and 180°, climb to 2500' MSL before proceeding S of the 090° ADF bearing of KC LMM.

@Kaw Int: Int BSP-VOR R-260 and RIS-VOR R-206.

City, Kansas City; State, Mo.; Airport Name, Municipal; Elev., 758'; Fac. Class., L-BVOR; Ident., RIS; Procedure No. TerVOR-3, Amdt. 3; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 2; Dated, 2 Feb. 63

Farley RBN-----	Avondale Int-----	Direct-----	2600	T-dn#-----	*300-1	*300-1	**300-1
BSP-VOR-----	Avondale Int-----	Direct-----	2600	C-dn%-----	700-1	700-1	700-1½
MKC VOR-----	Avondale Int-----	Direct-----	2600	S-dn-18-----	700-1	700-1	700-1
Kearney Int-----	Avondale Int-----	Via MKC R-052 and RIS R-010.	2600	A-dn-----	800-2	800-2	800-2

Radar vectoring to final approach authorized in accordance with approved patterns.

Procedure turn W side of crs, 010° Outbnd, 190° Inbnd, 2600' within 10 miles of Avondale Int.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, Avondale Int to airport, 190°—5.1 miles.

Crs and distance, breakoff point to approach end of Runway 18, 184°—1.0 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing Avondale Int, make right turn, climb to 2700' MSL, intercept the 310° bearing to Farley RBN and proceed to FRY RBN, or when directed by ATC, make right turn as soon as practical, climbing to 3000' on MKC R-190 till intercepting BSP R-260 then proceed to BSP VOR.

NOTES: (1) Aircraft executing missed approach may be radar controlled after being reidentified. (2) Circling or straight-in approaches to Runways 03-35-36 not authorized when MKC weather sequence remarks indicate cloud height below authorized minimums.

CAUTION: Numerous obstructions 1000' MSL or below, NE, SW, and NW quadrants within 1.7 miles of airport.

*No reduction in takeoff minimums except on Runway 36.

**AIR CARRIER NOTE: 200-½ authorized on Runway 36 only.

%Circling SE of airport from 090° clockwise to 180° not authorized, obstructions above 1000' MSL in this area, highest 2049' MSL 2.7 miles SSE of airport. Sliding scale not authorized for circling approaches.

#Unless radar vectored and if the weather is below 1000-3: Aircraft taking off S or SW and planned route is between 090° and 180°, intercept the RIS VOR R-210 or MKC VOR R-190, climb to 2500' MSL before proceeding on crs. Aircraft taking off N or NE and planned route is between 090° and 180°, climb to 2500' MSL before proceeding S of the 090° ADF bearing of KC LMM.

Other change: Deletes transition from Liberty Rbn.

City, Kansas City; State, Mo.; Airport Name, Municipal; Elev., 758'; Fac. Class., BVOR; Ident., RIS; Procedure No. TerVOR-18, Amdt. 2; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 1; Dated, 29 June 63

				T-dn#-----	*300-1	*300-1	**300-1
				C-dn%-----	600-1	700-1	700-1½
				S-dn-21-----	600-1	600-1	600-1
				A-dn-----	800-2	800-2	800-2

Procedure turn not authorized. Radar vectoring to final approach crs required in accordance with approved patterns.

If radar contact not established or radar inoperative, execution of this procedure not authorized.

Aircraft will be released for final approach over the 5-mile radar fix or Maple Park Int.

Minimum altitude over 5-mile radar fix or Maple Park Int on final approach crs, 2400'.

Crs and distance, 5-mile radar fix or Maple Park Int to airport, 214°—5.0 miles.

Crs and distance, breakoff point to approach end of runway, 210°—1.0 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing Maple Park Int or 5-mile radar fix, make right turn, climb to 2700', intercept the 310° bearing to Farley RBN and proceed to FRY RBN, or when directed by ATC, make right turn climbing to 2700', intercept BSP VOR R-283 and proceed to Lansing Int.

CAUTION: Numerous obstructions 1000' MSL or below, NE, NW, and SW quadrants within 1.7 miles of airport.

NOTES: (1) Aircraft executing missed approach may be radar controlled after being reidentified. (2) Circling or straight-in approaches to Runways 03-35-36 not authorized when MKC weather sequence remarks indicate cloud height below authorized minimums.

%Circling SE of airport from 090° clockwise to 180° not authorized, obstructions above 1000' MSL in this area, highest 2049' MSL 2.7 miles SSE of airport. Sliding scale not authorized for circling approaches.

*No reduction in takeoff minimums except on Runway 36.

**AIR CARRIER NOTE: 200-½ authorized on Runway 36 only.

#Unless radar vectored and if the weather is below 1000-3: Aircraft taking off S or SW and planned route is between 090° and 180°, intercept the RIS-VOR R-210 or MKC-VOR R-190, climb to 2500' before proceeding on crs. Aircraft taking off N or NE and planned route is between 090° and 180°, climb to 2500' MSL before proceeding S of the 090° ADF bearing of KC LMM.

City, Kansas City; State, Mo.; Airport Name, Municipal; Elev., 758'; Fac. Class., L-BVOR; Ident., RIS; Procedure No. TerVOR-21, Amdt. 2; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 1; Dated, 29 June 63

5. By amending the following very high frequency omnirange-distance measuring equipment (VOR-DME) procedures prescribed in § 97.15 to read:

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	NA
				C-d#.....	600-1	600-1	NA
				C-n#.....	600-2	600-2	NA
				A-dn#.....	1000-2	1000-2	NA

Procedure turn E side of crs, 157° Outbnd, 337° Inbnd, 4500' within 10 miles.

Minimum altitude over MGW VOR on final approach crs, 2900'; over Deck Int%, 2400'.

Crs and distance, facility to airport, 337°—5.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing MGW VOR, climb to 4500' on MGW R-337 within 10 miles. Reverse course, proceed to MGW VOR. Hold SE, 1-minute right turn, 337° Inbnd.

#Do not descend below 2400' until passing Deck Int.

*This approach authorized only for aircraft with installed operational VOR and DME equipment.

%Deck Int: 3.5-mile DME fix on MGW VOR R-337.

City, Morgantown; State, W. Va.; Airport Name, Morgantown Municipal; Elev., 1256'; Fac. Class., BVORTAC; Ident., MGW; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. Date, 5 Oct. 63

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Boston VOR.....	BE-LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Manchester VOR.....	BE-LOM.....	Direct.....	2000	C-dn.....	600-1	600-1	600-1½
Framingham Int.....	BE-LOM.....	Direct.....	2000	S-dn-11*.....	300-¾	300-¾	300-¾
Millbury Int.....	BE-LOM.....	Direct.....	2500	A-dn.....	600-2	600-2	600-2
Hollis Int.....	BE-LOM (final)**.....	Direct.....	2000				
Lawrence VOR.....	BE-LOM.....	Direct.....	2000				
Lawrence Rbn.....	BE-LOM.....	Direct.....	2000				

Procedure turn S side of crs, 292° Outbnd, 112° Inbnd, 1600' within 10 miles.

Minimum altitude at glide slope Int Inbnd: 1600'.

Altitude of glide slope and distance to approach end of runway at OM, 1455'—3.9° miles; at MM, 357'—0.55 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left-climbing turn to 1600', return to BE LOM, hold W, 112° Inbnd, 1-minute right turns.

CAUTION: 570' MSL tower 3 miles NE of airport. 368' MSL stack SE side of airport.

*500-1 required when glide slope not utilized.

City, Bedford; State, Mass.; Airport Name, Hanscomb Field; Elev., 133'; Fac. Class., ILS; Ident., I-BED; Procedure No. ILS-11, Amdt. 3; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 2; Dated 26 Jan. 63

MKC VOR.....	LOM.....	Direct.....	2600	T-dn#.....	**300-1	**300-1	%300-1
BSP VOR.....	LOM.....	Direct.....	2600	C-dn*.....	##600-1	700-1	700-1½
Farley Rbn.....	LOM.....	Direct.....	2600	S-dn-18@##.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2
When glide slope inoperative and Bluff FM received (cross FM not less than 1460'), the following minimums apply:							
				C-dn*.....	600-1	700-1	700-1½
				S-dn-18.....	500-1	500-1	500-1

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 2600' within 10 miles of MKC LOM.

Minimum altitude at glide slope Int Inbnd, 2600'.

Altitude of glide slope and distance to approach end of runway at OM, 2558'—5.4 miles; at MM, 1030'—0.7 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at KC LMM, make right turn, climbing to 2700', intercept the 310° bearing to Farley Rbn, proceed to Farley Rbn or, when directed by ATC, make right turn as soon as practical, climbing to 3000' on MKC R-190 till intercepting BSP R-260 then proceed to BSP VOR.

NOTES: (1) Aircraft executing missed approach may be radar vectored after being reidentified. (2) Circling or straight-in approaches to Runways 03-35-36 not authorized when MKC weather sequence remarks indicate cloud height below authorized minimums.

Other change: Deletes transition from Liberty Rbn.

#Unless radar vectored when weather is below 1000-3: Aircraft taking off S or SW and planned route is between 090° and 180°, intercept the RIS-VOR R-210 or MKC-VOR R-190, climb to 2500' before proceeding on crs. Aircraft taking off N or NE and planned route is between 090° and 180°, climb to 2500' before proceeding S of the 090° ADF bearing from KC LMM.

**AIR CARRIER NOTE: No reduction in takeoff minimums except on Runway 36.

%AIR CARRIER NOTE: 200-1½ authorized Runway 36 only.

*Circling not authorized E of airport in sector from 090° through 180° due to numerous tall obstructions. Sliding scale not authorized for circling approaches.

@Approach lights inoperative—500-1.

##Glide slope inoperative—700-1.

City, Kansas City; State, Mo.; Airport Name, Municipal; Elev., 758'; Fac. Class., ILS; Ident., I-MKC; Procedure No. ILS-18, Amdt. 6; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 5; Dated, 29 June 63

RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Blue Springs VOR	LOM	Direct	2600	T-dn#	300-1	300-1	*300-1
Kansas City VOR	LOM	Direct	2600	C-dn%	700-1	700-1	700-1½
Farley RBN	LOM	Direct	2600	A-dn	800-2	800-2	800-2

Radar vectoring authorized to final approach crs in accordance with approved patterns.

Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 2600' within 10 miles.

Minimum altitude at glide slope Int Inbnd, 2600'.

Altitude of glide slope and distance to approach end of runway at LOM, 2558'—4.5 miles; at Bluff FM, 1460'—0.7 mile.

Crs Bluff FM to airport, 223°.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at Bluff FM, make right turn climbing to 2700', intercept the 310° bearing to Farley RBN. Proceed to Farley RBN or, when directed by ATC, make right turn climbing to 2700' via BSP-VOR R-283 to Lansing Int.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

CAUTION: Numerous obstructions 1100' or below NE, SW and NW quadrants within 1.7 miles of airport.

Other change: Deletes transitions from Liberty Rbn.

*No reduction takeoff minimums except Runway 31.

◊Circling SE of airport from 090° clockwise to 180° not authorized, obstructions above 1000' in this area, highest 2049' 4.0 miles SSE of airport.

#Unless radar vectored and the weather is below 1000-3: Aircraft taking off SE, S or SW and planned route is between 090° and 180°, intercept the RIS-VOR R-200 or MKC R-180, climb to 2500' before proceeding on crs. Aircraft taking off NW, N, or NE and planned route is between 090° and 180°, climb to 2500' before proceeding S of the 090° ADF bearing from KC LMM.

City, Kansas City; State, Kans.; Airport Name, Fairfax Municipal; Elev., 746'; Fac. Class., ILS; Ident., I-MKC; Procedure No. ILS-22, Amdt. 5; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 4; Dated, 29 June 63

7. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
000°	360°	Within: 10 miles	2000	T-dn	300-1	300-1	200-½
000°	360°	20 miles	2100	C-dn-28	500-1	500-1	500-1½
000°	360°	30 miles	2500	S-dn-28	400-1	400-1	400-1
				C-dn-15	600-1	600-1	600-1½
				S-dn-10	600-1	600-1	600-1½
				C-dn-22	500-1	500-1	500-1½
				S-dn-22	500-1	500-1	500-1
				C-dn-33	500-1	500-1	500-1½
				S-dn-33	400-1	400-1	400-1
				C-dn-04	700-1	700-1	700-1½
				S-dn-04	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—Runway 28: Climb to 2000' direct to BAL LOM, hold W, 102° Inbnd, 1-minute, right turns. Runway 10 and 15: Make left-climbing turn to 2000' direct to BAL LFR, hold N, 195° Inbnd, 1-minute, right turns. Runway 22: Make right-climbing turn to 2000' direct to BAL LOM, hold W, 102° Inbnd, 1-minute, right turns. Runway 33: Make left-climbing turn to 2000' direct to BAL LOM, hold W, 102° Inbnd, 1-minute, right turns. Runway 04: Make right-climbing turn to 2000' direct to BAL LFR, hold N, 195° Inbnd, 1-minute, right turns.

City, Baltimore; State, Md.; Airport Name, Freindship International; Elev., 146'; Fac. Class. and Ident., Baltimore Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 5 Oct. 63

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	Precision approach		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
000° #	360°	0-25 miles	2600	T-dn***	*300-1	*300-1	**300-1
				C-dn%	600-1	700-1	700-1½
				S-dn-18#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transition altitudes: All bearings and distances are from Kansas City Municipal Airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right turn climbing to 2700', intercept the 310° bearing to Farley RBN. Proceed to Farley RBN or, when directed by ATC, make right turn as soon as practical climbing to 3000' on MKC R-190 till intercepting BSP R-260 then proceed to BSP VOR.

NOTES: (1) Aircraft executing missed approach may be radar controlled after being reidentified. (2) Circling or straight-in approaches to Runways 03-35-36 not authorized when MKC weather sequence remarks indicate cloud height below authorized minimums.

CAUTION: Numerous obstructions 1100' or below NE, SW, and NW quadrants within 3.0 miles of airport.

#2700' within 0-3 miles of 1664' tower located 2.5 miles S of airport. 3000' within 0-3 miles of 2049' tower located 2.7 miles SSE of airport. 2900' within 0-3 miles of 1946' tower located 4.0 miles S of airport.

#500-1 required when approach lights inoperative.

*AIR CARRIER NOTE: No reduction in takeoff minimums except on Runway 36.

**AIR CARRIER NOTE: 200-½ authorized Runway 36 only.

◊Circling not authorized E of airport in sector 090° through 180° due to numerous tall obstructions. Sliding scale not authorized for circling approaches.

***Unless radar vectored when weather is below 1000-3: Aircraft taking off S or SW and planned route is between 090° and 180°, intercept the RIS-VOR R-210 or MKC-VOR R-190, climb to 2500' before proceeding on crs. Aircraft taking off N or NE and planned route is between 090° and 180°, climb to 2500' before proceeding S of the 090° ADF bearing from KC LMM.

City, Kansas City; State, Mo.; Airport Name, Kansas City Municipal; Elev., 758'; Fac. Class. and Ident., Kansas City Radar; Procedure No. 1, Amdt. 5; Eff. Date, 5 Oct. 63; Sup. Amdt. No. 4; Dated, 3 Aug. 63

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on August 30, 1963.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 63-9571; Filed, Sept. 17, 1963;
11:21 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. No. ER-394]

PART 205—INAUGURATION AND TEMPORARY SUSPENSION OF SCHEDULED ROUTE SERVICE AUTHORIZED BY CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY

Submittal of Specific Economic Data in Applications for Temporary Suspension of Service on Economic Grounds

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 12th day of September 1963.

On May 23, 1963, the Board issued a notice of proposed rulemaking, EDR-55, Docket 14516 (28 F.R. 5307), in which it proposed an amendment to Part 205 to require specific economic data in applications for temporary suspension of service on economic grounds. Comments were submitted by several certificated route air carriers, state aviation officials, airport commissions, cities, and economic consultants.

After careful consideration of the many detailed suggestions, the Board has concluded that the proposed amendment should be adopted with the following modifications: (1) The amendment will apply only to interstate and overseas air transportation, because the type of data called for would not generally be appropriate in determining international route issues; (2) "on-flight" origin and destination of passengers may be supplied if the applicant does not maintain "on-line" origin and destination records, but this provision is not to be construed as making the selection of an "on-line" or "on-flight" basis optional with the applicant; and (3) the statement of efforts to stimulate traffic at the point should cover the past two years, corresponding to the period for which the history of service is required.

The suggestion that the amendment should not apply to cases in which a carrier seeks to suspend service in favor of substitute service proposed by another carrier is not adopted. Much of the data called for is applicable to proposals for carrier substitutions, and the remaining information would be useful to the Board in reaching a determination as to whether any substitute service is required in the public interest.

The Board finds that the decision-making processes under Part 205 do not require the considerable expansion of data suggested by the civic bodies and the economic consultants. Such data as on-time performance or complaint history are not necessarily kept for every point served by an air carrier. Nor would traffic forecasts submitted by the carrier in certification proceedings be meaningful if considerable time had elapsed, or if the route or service pattern proposed was not identical to that authorized by the Board and presently operated by the carrier. Since cargo and mail enplanement data are available to the Board in Form 41 reports, such data will not be required in the application. It should be emphasized that the specified economic data are the minimum amount of information the Board requires to dispose of the application. If an interested community finds that the data required by this amendment are insufficient for preparation of an effective answer within 20 days, the community may request an extension of time.

In consideration of the foregoing, the Board hereby amends § 205.3 of Part 205 of the Economic Regulations (14 CFR 205.3), effective October 18, 1963, to read as follows:

§ 205.3 Applications pursuant to § 205.2.

(a) The application shall contain a specific statement of the relief requested and of the facts relied upon to establish that there is good cause for the postponement of inauguration of service or that the temporary suspension of service is in the public interest, with a statement of economic data or other matters which it is desired that the Board officially notice.

(b) When temporary suspension of service in interstate or overseas transportation is sought on economic grounds, the application shall contain at least the following specific economic data:

(1) History of service, particularly schedules and equipment offered by the applicant for the past two years to and from the point;

(2) Applicant's most recent yearly traffic data for the point: total number of passengers originating and deplaning; and on-line or, if the applicant does not compile on-line data, on-flight origin and destination of such passengers for four representative months;

(3) Anticipated financial benefit to the applicant, with an explanation of the factors considered in reaching such conclusion;

(4) Services offered by other scheduled carriers to the point;

(5) When the applicant is the only carrier regularly serving the point, the nearest alternative air service, and available surface transportation, schedules and fares to alternative airports;

(6) Surface transportation to major markets from the point; and

(7) A factual statement of applicant's efforts to stimulate traffic through schedule experimentation, promotion and advertising, new equipment, or other means during past two years.

(c) The application shall also contain a list of the persons upon whom copies were served in accordance with § 205.5, and a statement that any interested person may file an answer in opposition to or in support of the application within twenty (20) days after the filing of the application. An executed original and 19 copies of such application shall be filed with the Docket Section of the Civil Aeronautics Board, Washington, D.C., 20428. Applications which are incomplete or which fail to comply with the requirements of this part will be dismissed.

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply sec. 401, 72 Stat. 754; 49 U.S.C. 1371)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-9952; Filed, Sept. 17, 1963;
8:47 a.m.]

Title 4—ACCOUNTS

Chapter I—General Accounting Office

SUBCHAPTER D—TRANSPORTATION

PART 52—FREIGHT TRANSPORTATION SERVICES FURNISHED FOR THE ACCOUNT OF THE UNITED STATES

Miscellaneous Amendments

1. Section 52.30, including the heading, is revised to read as follows.

§ 52.30 Motor carrier or freight forwarder destination storage-in-transit of household goods or mobile dwellings (including house trailers)—payment of transportation and accessorial charges.

(a) *Application.* These instructions relate only to shipments of household goods or mobile dwellings (including house trailers) forwarded for the account of the United States on a Government bill of lading.

(b) *Carrier defined.* The term "carrier" as used herein means "motor carrier" or "freight forwarder" which has been duly authorized, under certificate or permit, to operate as such in intrastate or interstate commerce.

(c) *Required certifications.* The payment of transportation charges from the point of shipment to the destination storage point on shipments of household goods or mobile dwellings (including house trailers) forwarded for the account of the United States on a Government bill of lading and stored in transit for account of the carrier and for ultimate delivery to the consignee or owner may be made upon completion of the transportation to the carrier's destination storage point and prior to ultimate delivery to the consignee, provided the carrier hauling the shipment to the destination storage point certifies on the covering Government bill of lading over the signature of its duly authorized representative:

(1) That the described household goods were placed in the carrier's storage warehouse at

(Destination warehouse)
on -----
(Date)
or

That the mobile dwellings (including house trailers) were placed in destination storage at

(Designated location)
on -----
(Date)

(2) That such shipment will be permitted to remain there for a period of

(Number of days)
or such shorter period as may meet the consignee's or owner's demands; and

(3) (i) That the carrier(s) hauling the shipment to the destination storage point assumes full carrier liability for the shipment during such storage and until delivery to the consignee or owner within the designated storage period.

(ii) If space on the Government bill of lading is not available, this certificate, with appropriate reference to the Government bill of lading number, may be made on plain paper and securely attached to the bill of lading.

(iii) The carrier may, at its option, include in this certificate a statement designating the warehouse the agent of the carrier to voucher and receive payment in the name of the line-haul carrier from the Government for all storage-in-transit and delivery-out charges (and other applicable related charges) authorized by the Government bill of lading to which the certificate pertains. In these situations, a signed duplicate copy of such certificate should be attached in support of the supplemental bill covering such charges. However, when the warehouse is authorized to bill these charges for the carrier, the requirement in paragraph (d) of this section that supplemental billing bear the same bill number (with a letter suffix) as the carrier's original bill for transportation charges need not be observed.

(d) *Supplemental billing for accessorial charges.* When transportation charges have been paid as authorized in the preceding paragraph, the payment of accessorial charges, if any, accruing against the shipment after delivery into storage may be made upon presentation by the carrier of a claim therefor on SF 1113, which should bear the same bill number, except as provided in the last sentence in paragraph (c) of this section, as the carrier's original bill for transportation charges but should carry a letter suffix (example: No. 12345-A). The claims for accessorial charges must identify the bill of lading covering the transportation service, show the basis for the accessorial charges claimed, and be supported by a statement of the following information signed and dated by the consignee, showing:

(1) accessorial services ordered and furnished;

(2) receipt of the shipment by the consignee or owner; and

(3) loss or damage to the shipment, if any.

2. A new § 52.30a is added as follows.

§ 52.30a Overseas transportation of household goods and/or personal effects of U.S. Government officers and employees traveling on official business.

(a) *Required documentation.* All bills submitted by freight forwarders or household goods transporters for the payment of transportation charges for the overseas movement of household goods and/or personal effects must be supported by a copy of the ocean freight bill in addition to the Government bill of lading. See paragraph (c) of this section.

(b) *Use of American flag vessels.* Attention is directed to the provisions of section 901(a) of the Merchant Marine Act of 1936, 49 Stat. 2015, 46 U.S.C. 1241, relative to the required use of American flag vessels by officers and employees of the United States for the transportation of household goods and/or personal effects.

(c) *Use of foreign flag vessels.* Foreign flag service may be used only when American flag service is unavailable or where the necessity of the traveler's mission requires its use. In any instance where foreign flag ocean service is involved in the movement, the ocean carrier, freight forwarder, or household goods transporter, must submit with the bill for charges a signed certification obtained from:

(1) Any person authorized by the Military Sea Transportation Service to sign such certification if the shipment is made by a military agency; or

(2) The agency official authorizing the use of the foreign flag vessel if the shipment is made by any other agency of the Government.

This certification should be as follows:

JUSTIFICATION CERTIFICATE FOR USE OF A FOREIGN FLAG VESSEL

(Date)
I certify that it (is) (was) necessary to transport the household goods and/or personal effects of ----- between ----- and ----- en route from ----- to ----- via the -----, a foreign flag vessel, for the following reasons:

(A full explanation is required)

(Signature of Authorizing Officer)

(Title)

(Post, station, or installation)

(d) *Responsibility of certifying officers.* Certifying officers have the responsibility in the first instance of determining the acceptability of the foregoing certificate which must be attached to bills involving movements by foreign flag vessels prior to the certification of such bills.

[SEAL]

JOSEPH CAMPBELL,
Comptroller General,
of the United States.

[F.R. Doc. 63-9939; Filed, Sept. 17, 1963; 8:45 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

PART 213—EXCEPTED SERVICE

Miscellaneous Amendments

SCHEDULE A

Effective upon publication in the FEDERAL REGISTER, the headnote and subparagraph (1) of paragraph (b) of § 6.102 are amended as set out below.

§ 6.102 Department of State.

• • • • •
(b) *Bureau of Intelligence and Research.*

(1) Not to exceed 35 professional and technical positions.

SCHEDULE C

1. Effective upon publication in the FEDERAL REGISTER, subparagraph (7) of paragraph (a) of § 6.302 is amended as set out below.

§ 6.302 Department of State.

(a) *Office of the Secretary.* * * *

(7) Five Special Assistants to the Under Secretary.

2. Effective upon publication in the FEDERAL REGISTER, paragraph (d) (1) is added to § 6.315 as set out below.

§ 6.315 Executive Office of the President.

• • • • •
(d) *Office of the Special Representative for Trade Negotiations.*

(1) One Confidential Assistant to the Deputy Special Representative.

3. Effective upon publication in the FEDERAL REGISTER, paragraphs (b) and (c) are added to § 6.374 as set out below.

§ 6.374 Federal Maritime Commission.

• • • • •
(b) The Managing Director.
(c) The General Counsel.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

REORGANIZATION AND REVISION OF CHAPTER

In the FEDERAL REGISTER for September 14, 1963, the Civil Service Commission published new regulations to become effective November 17, 1963, superseding the corresponding old regulations on that date. The first amendment of these new regulations was published in the FEDERAL REGISTER on September 17, 1963. Complete background information appears in the explanatory statements published with the new regulations and the first amendment respectively.

A second amendment of these new regulations is set out below, i.e., the new regulations published in the FEDERAL REGISTER on September 14, 1963, as amended, which are to become effective November 17, 1963, are further amended as follows:

SCHEDULE A

Subparagraph (1) of paragraph (b) of § 213.3104 is amended as set out below.

§ 213.3104 Department of State.

(b) Bureau of Intelligence and Research.

(1) Not to exceed 35 professional and technical positions.

SCHEDULE C

1. Paragraph (d)(1) is added to § 213.3303 as set out below.

§ 213.3303 Executive Office of the President.

(d) Office of the Special Representative for Trade Negotiations.

(1) One Confidential Assistant to the Deputy Special Representative.

2. Subparagraph (5) of paragraph (a) of § 213.3304 is amended as set out below.

§ 213.3304 Department of State.

(a) Office of the Secretary. * * *

(5) Five Special Assistants to the Under Secretary.

3. Paragraphs (b) and (c) are added to § 213.3367 as set out below.

§ 213.3367 Federal Maritime Commission.

(b) The Managing Director.

(c) The General Counsel.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,

Executive Assistant to the Commissioners.

[F.R. Doc. 63-9972; Filed, Sept. 17, 1963; 8:48 a.m.]

Title 7—AGRICULTURE

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[C.C.C. Grain Price Support Regs., 1963-Crop Soybean Supp.]

PART 1421—GRAINS AND RELATED COMMODITIES

Subpart—1963-Crop Soybean Loan and Purchase Agreement Program

The C.C.C. Grain Price Support Regulations Governing Price Support for the 1963 and Subsequent Crops (28 F.R. 2890) issued by the Commodity Credit Corporation which contain regulations of a general nature with respect to price support operations are supplemented for the 1963-crop of soybeans as follows:

- Sec. 1421.2901 Purpose.
- 1421.2902 Availability of price support.
- 1421.2903 Cooperative marketing associations.
- 1421.2904 Eligible soybeans.
- 1421.2905 Determination of quality.

- Sec. 1421.2906 Determination of quantity.
- 1421.2907 Warehouse receipts.
- 1421.2908 Warehouse charges.
- 1421.2909 Maturity of loans.
- 1421.2910 Support rates.

AUTHORITY: §§ 1421.2901 to 1421.2910 issued under sec. 4, 62 Stat. 1070 as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 203, 301, 401, 63 Stat. 1054; 7 U.S.C. 1446(d), 1447, 1421.

§ 1421.2901 Purpose.

This supplement contains additional program provisions which, together with the applicable provisions of the General Regulations Governing Price Support for the 1963 and Subsequent Crops and any amendments thereto, apply to loans and purchase agreements for 1963-Crop Soybeans.

§ 1421.2902 Availability of price support.

Price support will be available from harvest through January 31, 1964.

§ 1421.2903 Cooperative marketing associations.

A cooperative marketing association which meets the requirements of this section shall be deemed an eligible producer and shall be eligible for price support on eligible soybeans through warehouse-storage loans and purchase agreements: *Provided*, That warehouse-storage loans may be made to an association which tenders to CCC warehouse receipts issued by it on its own soybeans only in those States where the issuance and pledge of such warehouse receipts are valid under State law. Applications for determination of eligibility shall be submitted to the State committee of the State where the association's principal office is located no later than December 1, 1963. An approved, cooperative marketing association applying for price support on soybeans produced in more than one State shall make separate applications for the soybeans produced in each State. In the case of soybeans produced in a State with different county support rates, separate applications shall be made for the soybeans produced in each county.

(a) *Producer-owned and controlled.* The association must be a producer-owned cooperative marketing association of producers under the control of its producer-members. The association shall submit with its application a detailed statement of its method of operation showing the manner in which producer-members have control of the association.

(b) *Articles or bylaw provisions.* The articles of incorporation or association, or by laws of the association, must provide for: (1) An annual membership meeting at a location which will provide reasonable opportunity for all members to attend and participate, (2) a notice of all district, area, or annual meetings to be given to all members affected by such meeting, (3) membership in the association to be open to all farmer producers of soybeans except that producers may be denied membership on a reasonable basis, including among other reasons, that the membership of the farmer producer would be inimical to the effective

operation of the association, (4) voting on election of officers and directors by secret ballot, (5) a single vote for each member, regardless of the number of shares of stock owned or controlled by him, or voting rights for each member based on his production of soybeans marketed by the association during the current year or a single preceding year, but whichever of the preceding bases of voting is used, it shall be uniform for all members of the association, and (6) each member receiving a summary financial statement prepared by the independent accountant who made the annual audit of the association. For purposes of subparagraph (6) of this paragraph, distribution of the summary financial statement may be provided for by resolution of the board of directors of the association.

(c) *Financial condition.* The association must submit with its application evidence establishing to the satisfaction of the Executive Vice President, CCC, that its operation is on a financially sound basis.

(d) *Operations.* The association must have been in existence and conducting legitimate marketing operations for its producer-members for a period of not less than two years prior to the date of its application or submit evidence that it is so organized and staffed as to provide effective marketing operations for its producer-members.

(e) *Conflict of interest.* The association must submit with its application a detailed report concerning all transactions, except those which are no different than transactions entered into by the association with its general membership, for the year preceding the date of the application: (1) With any director, officer, or employee of the association and any of his close relatives, (2) with any partnership in which any such person or any of his close relatives are entitled to receive a percentage of the gross profits, (3) with any corporation in which any such person or any of his close relatives own stock, (4) with any business entity from which any such person or any of his close relatives received fees for transacting business with or on behalf of the association, or (5) with any business entity in which any agent, director, officer or employee of the association was an agent, director, officer or employee of such business entity. A close relative shall be deemed to refer to a husband or a wife or a person related as child, parent, brother, or sister by blood, adoption, or marriage and shall include in-laws within such categories of relationship. The report shall include, but is not limited to, transactions involving purchases, sales, processing, handling, marketing, transportation, warehousing, insurance and related activities. A statement must also be submitted indicating whether any transactions of the kind described in this paragraph are contemplated in the period between the date of the application and September 30, 1964, and if such transactions are contemplated, a detailed statement of the reasons therefor. The association shall not be eligible for price support unless it establishes to the satisfaction of the Executive Vice President,

CCC, that any such transactions in the year preceding the date of application or in the period beginning with the date of application and ending on September 30, 1964, have not and will not operate to the detriment of members of the association.

(f) *Uniform marketing agreement.* All eligible soybeans delivered to the association by producer-members must be marketed through the association pursuant to a uniform marketing agreement between the association and each of its producer-members who deliver such eligible soybeans.

(g) *Member business.* Not less than 80 percent of the soybeans marketed by the association must be produced by the producer-members. Soybeans purchased by the association from CCC shall not be considered in determining the volume of soybeans marketed for members and non-members.

(h) *Vested authority.* The association must have authority to obtain a loan on the security of the soybeans and give a lien thereon as well as authority to sell such soybeans.

(i) *Records maintained.* The association must maintain a record of the quantity of soybeans eligible for price support acquired by or delivered to the association from each source, and such record must show the disposition of the soybeans from each source. Similar records must be maintained separately for soybeans not eligible for price support.

(j) *Physical inventory.* The association must keep in inventory at all times soybeans equivalent in quality and quantity to the quality and quantity of the soybeans shown on its outstanding warehouse receipts. Price support may be obtained by the association only on the quantity of eligible soybeans which remains undisposed of in its inventory at the time of application for price support.

(k) *Distribution of proceeds.* Proceeds from eligible soybeans disposed of by marketing or by delivery to CCC shall be distributed only to the eligible producer-members on a proportionate basis according to the quantity, quality and point of production of such eligible soybeans delivered by each eligible producer-member. This provision shall not be construed to prohibit the association from establishing separate pools and distributing the proceeds proportionately to the producer-members whose soybeans are included in each pool.

(l) *Inspection by CCC.* Soybeans held by the association must be available for inspection by CCC at all reasonable times as long as the association has soybeans under price support. The books and records of the association must be available to CCC for inspection at all reasonable times through August 1, 1969.

(m) *Member associations.* Notwithstanding the requirements of paragraph (a) of this section, a cooperative marketing association which includes in its membership other cooperative marketing associations composed of producer-members, shall be eligible for price support if its member associations meet the requirements for price support under this section. The requirements of paragraph (h) of this section shall be deemed to

be satisfied if such member associations have the right to deliver soybeans of their producer-members to the association applying for price support and to authorize such association to sell the soybeans and to obtain a loan on the security of the soybeans and to give a lien thereon. The association applying for price support shall: (1) In its charter, bylaws, marketing contracts or by other legal means require that its member association meet the requirements for price support under this section, (2) submit the material and certifications required by paragraphs (c), (d) and (e) of this section with respect to each member association, (3) certify to CCC that its member associations are in fact eligible for price support under the requirements of this section, and (4) except for the requirement that it consist of producers, otherwise qualify for price support under this section.

(n) *Eligibility determinations.* Determinations with respect to the eligibility of cooperative marketing associations of producers under this section for either warehouse-storage loans or purchase agreements or both, shall be made by the Executive Vice President, CCC.

(o) *Investigations.* The Commodity Credit Corporation shall have the right at any time after an application is received to examine all records and make such investigations deemed necessary to determine whether the cooperative is operating in accordance with its articles of incorporation, by laws, agreements with producers or member associations and with the representations made in its application.

§ 1421.2904 Eligible soybeans.

The soybeans must meet requirements of this section, in addition to other eligibility requirements of the program, in order to be eligible for price support.

(a) *Grade requirements.* (1) Soybeans when placed under loan and soybeans under purchase agreement which are in approved warehouse storage prior to notification by the producer of his intention to sell to CCC, must meet the requirements set forth in this paragraph. The soybeans must be soybeans of any class grading No. 4 or better. Soybeans grading "Garlicky" or "Weevily," or containing in excess of 14 percent moisture shall not be eligible, except as provided in subparagraph (2) of this paragraph.

(2) Soybeans in warehouse storage containing over 14 percent moisture or grading "Weevily," shall not be eligible for a warehouse-storage loan or delivery under a purchase agreement unless the warehouse receipt is accompanied by a supplemental certificate which indicates the warehouseman will deliver soybeans which do not contain such designation(s) and which are otherwise of an eligible grade and quality. The grade, grading factors, and the quantity shown on the supplemental certificate shall be as specified in § 1421.2907(c).

(b) *Poisonous substances.* The soybeans must not contain mercurial compounds or other substances poisonous to man or animals.

(c) *Purchase agreements—predelivery inspection.* Except as otherwise pro-

vided in § 1421.23(b)(3), soybeans under purchase agreement stored in other than approved warehouse storage shall not be eligible for sale to CCC if they do not meet the requirements of paragraphs (a) and (b) of this section on the basis of a predelivery inspection.

§ 1421.2905 Determination of quality.

The class, grade, grading factors, percentage of foreign material and all other quality factors shall be based on the Official Grain Standards of the United States for soybeans, whether or not the determination is made on the basis of an official inspection.

§ 1421.2906 Determination of quantity.

(a) *In warehouse.* The quantity of soybeans in an approved warehouse shall be the gross weight specified on the warehouse receipt or on the supplemental certificate if applicable.

(b) *On farm.* The quantity of soybeans placed under farm-storage loan may be determined either by weight or by measurement. The quantity acquired under a farm-storage loan or a purchase agreement shall be determined by weight. When the quantity is determined by weight, a bushel shall be 60 pounds of soybeans. In determining the quantity of sacked soybeans by weight, a deduction of $\frac{3}{4}$ of a pound for each sack shall be made.

(c) *Adjustment for test weight.* When the quantity is determined by measurement, a bushel shall be 1.25 cubic feet of soybeans testing 60 pounds per bushel. The quantity determined for soybeans of a different test weight shall be adjusted by the applicable percentage in the following table:

Test weight (pounds per bushel):	Percent
60 or over	100
59 or 59.5	98
58 or 58.5	97
57 or 57.5	95
56 or 56.5	93
55 or 55.5	92
54 or 54.5	90
53 or 53.5	88
52 or 52.5	87
51 or 51.5	85
50 or 50.5	83
49 or 49.5	82

§ 1421.2907 Warehouse receipts.

Warehouse receipts representing soybeans in approved warehouse storage to be placed under a warehouse-storage loan, to be delivered in satisfaction of a farm-storage loan, or to be acquired under a purchase agreement, must meet the requirements of this section.

(a) *Separate receipt.* A separate warehouse receipt must be submitted for each grade and class of soybeans. In the case of approved cooperative marketing associations, a separate warehouse receipt must be submitted for each county support rate.

(b) *Entries.* Each warehouse receipt or the warehouseman's supplemental certificate (in duplicate), properly identified with the warehouse receipt must show all of the following: (1) Gross weight and bushels, (2) class, (3) grade, (4) test weight, (5) moisture, (6) percentage of foreign material, and (7) any other grading factor(s) when such factor(s), and not test weight or moisture,

determine the grade. In addition, for soybeans grading No. 3 or No. 4, the percentage of splits, total damage and heat damage must also be shown.

(c) *High moisture or weevily soybeans.* When the warehouse receipt indicates the soybeans contain over 14 percent moisture or grade "Weevily," the warehouse receipt must be accompanied by a supplemental certificate as provided in § 1421.2904(a)(2). The grade, grading factors and the quantity of soybeans to be delivered must be shown on the supplemental certificate as follows:

(1) When the warehouse receipt shows a moisture content of over 14 percent and the soybeans have been or will be dried or processed, the grade, grading factors, and the quantity on the supplemental certificate shall represent the quality and quantity resulting from drying or processing the soybeans to not over 14 percent moisture and such grade, grading factors, and quantity shall supersede the grade, grading factors, and the quantity shown on the warehouse receipt.

(2) When the warehouse receipt shows "Weevily" and the soybeans have been conditioned to correct the "Weevily" condition, the supplemental certificate must show the same grade, without the "Weevily" designation, and the same grading factors and quantity as shown on the warehouse receipt.

(3) The supplemental certificate must state that no lien for processing will be claimed by the warehouseman from Commodity Credit Corporation or any subsequent holder of said warehouse receipt.

(d) *Liens.* The warehouse receipts may be subject to liens for warehouse charges only to the extent indicated in § 1421.2908.

§ 1421.2908 Warehouse charges.

(a) *Handling and storage liens.* Warehouse receipts and the soybeans represented thereby stored in approved warehouses operating under the Uniform Grain Storage Agreement may be subject to liens for warehouse handling and storage charges at not to exceed the Uniform Grain Storage Agreement rates from the date the soybeans are deposited in the warehouse for storage. Warehouse receipts and the soybeans represented thereby stored in approved warehouses operated by Eastern common carriers may be subject to liens for warehouse elevation (receiving and delivering) and storage charges from the date of deposit at rates approved by the Interstate Commerce Commission. In no event shall a warehouseman be entitled to satisfy the lien by sale of the soybeans when CCC is holder of the warehouse receipt.

(b) *Deduction of storage charges—U.S.A. warehouses.* The table shown below provides the deductions for storage charges to be made from the amount of the loan or purchase price in the case of soybeans stored in approved warehouses operated under the Uniform Grain Storage Agreement. Such deduction shall be based on entries shown on the warehouse receipts. If written evidence is submitted with the warehouse receipt that all warehouse charges ex-

cept receiving and loading out charges have been prepaid through the applicable loan maturity date, no storage deductions shall be made. If such written evidence is not submitted, the date to be used for computing the storage deduction on soybeans stored in warehouses operating under the Uniform Grain Storage Agreement, shall be the latest of the following: (1) The date of deposit, (2) the date storage charges start, or (3) the day following the date through which storage charges have been paid. If the foregoing dates are not shown, the date of the warehouse receipt shall be used.

SCHEDULE OF DEDUCTIONS FOR STORAGE CHARGES FOR MATURITY DATE OF JULY 31, 1964

Storage start date: ¹	Deduction (cents per bushel)
Prior to Aug. 30, 1963	13
Aug. 30–Sept. 25, 1963	12
Sept. 26–Oct. 22, 1963	11
Oct. 23–Nov. 18, 1963	10
Nov. 19–Dec. 15, 1963	9
Dec. 16, 1963–Jan. 11, 1964	8
Jan. 12–Feb. 7, 1964	7
Feb. 8–Mar. 5, 1964	6
Mar. 6–Apr. 1, 1964	5
Apr. 2–Apr. 28, 1964	4
Apr. 29–May 25, 1964	3
May 26–June 21, 1964	2
June 22–July 31, 1964	1

¹ All dates inclusive.

(c) *Deduction of storage charges—Eastern common carriers.* In the case of soybeans stored in an approved warehouse operated by an Eastern common carrier there shall be deducted in computing the loan or purchase price the amount of the approved tariff rate for storage (not including elevation), which will accumulate from the date of deposit through the applicable maturity date unless written evidence is submitted with the warehouse receipt that such charges have been prepaid. The county office shall request the ASCS commodity office to determine the amount of such charges. Where the producer presents evidence showing the elevation charges have been prepaid, the amount of the storage charges to be deducted shall be reduced by the amount of the elevation charges prepaid by the producer.

§ 1421.2909 Maturity of loans.

Loans mature on demand but not later than July 31, 1964.

§ 1421.2910 Support rates.

The support rate for the quality of soybeans placed under a loan or acquired under a loan or purchase agreement shall be the applicable basic county support rate established for the county in which the soybeans were produced, adjusted in accordance with the provisions of this section, and in the case of settlement of loans and purchase agreements as further provided in § 1421.25.

(a) *Basic county support rates.* Basic county support rates for the classes Green Soybeans and Yellow Soybeans grading No. 2 and containing from 13.8 to 14.0 percent moisture are as follows:

County	ALABAMA	Rate per bushel
All counties		\$2.23
County	ARIZONA	Rate per bushel
All counties		\$2.11

ARKANSAS

County	Rate per bushel	County	Rate per bushel
Arkansas	\$2.27	Lee	\$2.27
Ashley	2.25	Lincoln	2.26
Chicot	2.25	Lonohe	2.25
Clay	2.26	Mississippi	2.27
Craighead	2.27	Monroe	2.27
Crittenden	2.27	Phillips	2.27
Cross	2.27	Poinsett	2.27
Desha	2.26	Prairie	2.26
Drew	2.25	Randolph	2.25
Green	2.26	Saint Francis	2.27
Independence	2.25	White	2.25
Jackson	2.26	Woodruff	2.26
Jefferson	2.26	All other counties	2.24
Lawrence	2.25		

CALIFORNIA

All counties	\$2.11
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DELAWARE

All counties	\$2.23
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FLORIDA

All counties	\$2.20
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GEORGIA

All counties	\$2.22
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ILLINOIS

Adams	\$2.28	Lee	\$2.28
Alexander	2.25	Livingston	2.31
Bond	2.30	Logan	2.31
Boone	2.29	McDonough	2.28
Brown	2.28	McHenry	2.30
Bureau	2.28	McLean	2.31
Calhoun	2.28	Macon	2.31
Carroll	2.28	Macoupin	2.30
Cass	2.29	Madison	2.29
Champaign	2.31	Marion	2.29
Christian	2.31	Marshall	2.30
Clark	2.30	Mason	2.29
Clay	2.29	Massac	2.26
Clinton	2.28	Menard	2.29
Coles	2.31	Mercer	2.28
Cook	2.32	Monroe	2.26
Crawford	2.29	Montgomery	2.30
Cumberland	2.31	Morgan	2.30
De Kalb	2.31	Moultrie	2.31
De Witt	2.31	Ogle	2.28
Douglas	2.31	Peoria	2.29
Du Page	2.31	Perry	2.26
Edgar	2.31	Platt	2.31
Edwards	2.27	Pike	2.28
Effingham	2.31	Pope	2.26
Fayette	2.31	Pulaski	2.25
Ford	2.31	Putnam	2.28
Franklin	2.26	Randolph	2.26
Fulton	2.28	Richland	2.29
Gallatin	2.26	Rock Island	2.28
Greene	2.29	St. Clair	2.27
Grundy	2.31	Saline	2.26
Hamilton	2.27	Sangamon	2.31
Hancock	2.28	Schuyler	2.28
Hardin	2.26	Scott	2.29
Henderson	2.28	Shelby	2.31
Henry	2.28	Stark	2.29
Iroquois	2.31	Stephenson	2.28
Jackson	2.26	Tazewell	2.30
Jasper	2.30	Union	2.25
Jefferson	2.27	Vermillion	2.31
Jersey	2.28	Wabash	2.27
Jo Daviess	2.28	Warren	2.28
Johnson	2.25	Washington	2.27
Kane	2.31	Wayne	2.27
Kankakee	2.31	White	2.26
Kendall	2.31	Whiteside	2.28
Knox	2.29	Will	2.31
Lake	2.31	Williamson	2.26
La Salle	2.31	Winnebago	2.28
Lawrence	2.28	Woodford	2.30

INDIANA

Adams	\$2.25	Cass	\$2.25
Allen	2.26	Clark	2.23
Bartholomew	2.24	Clay	2.26
Benton	2.30	Clinton	2.26
Blackford	2.24	Crawford	2.23
Boone	2.26	Daviess	2.25
Brown	2.24	Dearborn	2.23
Carroll	2.26	Decatur	2.24

RULES AND REGULATIONS

INDIANA—Continued

County	Rate per bushel	County	Rate per bushel
De Kalb	\$2.26	Morgan	\$2.25
Delaware	2.24	Newton	2.30
Dubois	2.24	Noble	2.26
Elkhart	2.25	Ohio	2.23
Fayette	2.24	Orange	2.24
Floyd	2.23	Owen	2.25
Fountain	2.29	Parke	2.27
Franklin	2.24	Perry	2.23
Fulton	2.25	Pike	2.25
Gibson	2.26	Porter	2.29
Grant	2.24	Posey	2.25
Greene	2.26	Pulaski	2.27
Hamilton	2.25	Putnam	2.26
Hancock	2.24	Randolph	2.24
Harrison	2.23	Ripley	2.23
Hendricks	2.25	Rush	2.24
Henry	2.24	St. Joseph	2.26
Howard	2.25	Scott	2.23
Huntington	2.25	Shelby	2.24
Jackson	2.24	Spencer	2.23
Jasper	2.28	Starke	2.27
Jay	2.24	Stauben	2.26
Jefferson	2.23	Stevenson	2.27
Jennings	2.23	Switzerland	2.23
Johnson	2.24	Tipton	2.28
Knox	2.26	Union	2.24
Kosciusko	2.25	Vanderburgh	2.25
Lagrange	2.26	Vermillion	2.29
Lake	2.30	Vigo	2.28
La Porte	2.27	Wabash	2.24
Lawrence	2.25	Warren	2.29
Madison	2.24	Warrick	2.24
Marion	2.25	Washington	2.23
Marshall	2.26	Wayne	2.24
Martin	2.25	Wells	2.25
Miami	2.24	White	2.28
Monroe	2.25	Whitley	2.26
Montgomery	2.28		

Iowa

Adair	\$2.21	Jackson	\$2.26
Adams	2.20	Jasper	2.24
Allamakee	2.22	Jefferson	2.24
Appanoose	2.22	Johnson	2.25
Audubon	2.21	Jones	2.25
Benton	2.25	Keokuk	2.24
Black Hawk	2.23	Kossuth	2.20
Boone	2.22	Lee	2.25
Bremer	2.22	Linn	2.25
Buchanan	2.24	Louisia	2.25
Buena Vista	2.20	Lucas	2.22
Butler	2.22	Lyon	2.18
Calhoun	2.21	Madison	2.21
Carroll	2.21	Mahaska	2.23
Cass	2.20	Marion	2.23
Cedar	2.26	Marshall	2.24
Cerro Gordo	2.21	Mills	2.19
Cherokee	2.19	Mitchell	2.20
Chickasaw	2.21	Monona	2.19
Clarke	2.21	Monroe	2.22
Clay	2.20	Montgomery	2.19
Clayton	2.23	Muscatine	2.26
Clinton	2.26	O'Brien	2.19
Crawford	2.20	Osceola	2.19
Dallas	2.22	Page	2.19
Davis	2.23	Palo Alto	2.20
Decatur	2.21	Plymouth	2.18
Delaware	2.24	Pocahontas	2.20
Des Moines	2.25	Polk	2.23
Dickinson	2.19	Pottawattamie	2.19
Dubuque	2.24	Poweshiek	2.24
Emmet	2.19	Ringgold	2.20
Fayette	2.23	Sac	2.21
Floyd	2.21	Scott	2.26
Franklin	2.22	Shelby	2.20
Fremont	2.19	Sioux	2.18
Greene	2.21	Story	2.23
Grundy	2.23	Tama	2.24
Guthrie	2.21	Taylor	2.20
Hamilton	2.22	Union	2.20
Hancock	2.20	Van Buren	2.24
Hardin	2.23	Wapello	2.23
Harrison	2.19	Warren	2.22
Henry	2.24	Washington	2.24
Howard	2.20	Wayne	2.22
Humboldt	2.21	Webster	2.22
Ida	2.20	Winnebago	2.19
Iowa	2.25	Winneshiek	2.21

Iowa—Continued

County	Rate per bushel	County	Rate per bushel
Woodbury	\$2.19	Wright	\$2.22
Worth	2.20		
KANSAS			
Allen	\$2.18	Lyon	\$2.17
Anderson	2.19	Marion	2.16
Atchison	2.19	Marshall	2.17
Bourbon	2.18	McPherson	2.15
Brown	2.18	Miami	2.19
Butler	2.16	Mitchell	2.15
Chase	2.16	Montgomery	2.15
Chautauqua	2.15	Morris	2.17
Cherokee	2.17	Nemaha	2.18
Clay	2.17	Neosho	2.17
Cloud	2.16	Osage	2.18
Coffey	2.18	Osborne	2.14
Cowley	2.15	Ottawa	2.16
Crawford	2.17	Pottaw-	
Dickenson	2.16	tomie	2.17
Doniphan	2.19	Reno	2.14
Douglas	2.19	Republic	2.16
Elk	2.16	Rice	2.14
Ellsworth	2.14	Riley	2.17
Franklin	2.19	Russell	2.14
Geary	2.17	Saline	2.15
Greenwood	2.17	Sedgwick	2.15
Harper	2.14	Shawnee	2.19
Harvey	2.15	Smith	2.14
Jackson	2.18	Sumner	2.14
Jefferson	2.19	Wabaunsee	2.18
Jewell	2.15	Washington	2.17
Johnson	2.19	Wilson	2.16
Kingman	2.14	Woodson	2.17
Labette	2.16	Wyandotte	2.19
Leavenworth	2.19	All other	
Lincoln	2.15	counties	2.13
Linn	2.19		

KENTUCKY

Ballard	\$2.25	Hickman	\$2.25
Carlisle	2.25	Livingston	2.25
Crittenden	2.25	McCracken	2.25
Daviess	2.25	Union	2.25
Fulton	2.25	All other	
Henderson	2.25	counties	2.24

LOUISIANA

East Carroll	\$2.25	All other	
Morehouse	2.25	counties	\$2.24
West Carroll	2.25		

MARYLAND

All counties	\$2.23
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MICHIGAN

Allegan	\$2.20	Lapeer	\$2.20
Arenac	2.18	Lenawee	2.24
Barry	2.20	Livingston	2.22
Bay	2.18	Macomb	2.22
Berrien	2.23	Macosta	2.18
Branch	2.23	Midland	2.18
Calhoun	2.22	Monroe	2.24
Cass	2.22	Montcalm	2.19
Clare	2.18	Muskegon	2.18
Clinton	2.20	Newaygo	2.18
Eaton	2.21	Oakland	2.22
Genesee	2.20	Oceana	2.18
Gladwin	2.18	Ottawa	2.19
Gratiot	2.19	Saginaw	2.19
Hillsdale	2.24	St. Clair	2.21
Huron	2.18	St. Joseph	2.22
Ingham	2.22	Sanilac	2.19
Ionia	2.20	Shiawassee	2.20
Isabella	2.18	Tuscola	2.19
Jackson	2.23	Van Buren	2.21
Kalamazoo	2.21	Washtenaw	2.23
Kent	2.19	Wayne	2.23

MINNESOTA

Aitkin	\$2.14	Chippewa	\$2.16
Anoka	2.18	Chisago	2.18
Becker	2.12	Clay	2.12
Benton	2.16	Clearwater	2.12
Big Stone	2.15	Cottonwood	2.18
Blue Earth	2.19	Crow Wing	2.14
Brown	2.18	Dakota	2.19
Carver	2.18	Dodge	2.20
Cass	2.13	Douglas	2.14

MINNESOTA—Continued

County	Rate per bushel	County	Rate per bushel
Faribault	\$2.19	Pennington	\$2.12
Fillmore	2.20	Pine	2.16
Freeborn	2.20	Pipestone	2.17
Goodhue	2.20	Polk	2.12
Grant	2.14	Pope	2.15
Hennepin	2.19	Ramsey	2.19
Houston	2.20	Red Lake	2.12
Hubbard	2.12	Redwood	2.17
Isanti	2.18	Renville	2.17
Jackson	2.18	Rice	2.20
Kanabec	2.17	Rock	2.17
Kandiyohi	2.16	Roseau	2.11
Kittson	2.11	Scott	2.19
Lac Qui Parle	2.16	Sherburne	2.18
Le Sueur	2.19	Sibley	2.18
Lincoln	2.17	Stearns	2.16
Lyon	2.17	Steele	2.20
McLeod	2.18	Stevens	2.15
Mahnomen	2.12	Swift	2.16
Marshall	2.11	Todd	2.14
Martin	2.19	Traverse	2.14
Meeker	2.17	Wabasha	2.20
Mille Lacs	2.16	Wadena	2.13
Morrison	2.15	Waseca	2.19
Mower	2.20	Washington	2.19
Murray	2.17	Watsonwan	2.19
Nicollet	2.18	Wilkin	2.13
Nobles	2.18	Winona	2.20
Norman	2.12	Wright	2.18
Olmstead	2.20	Yellow	
Otter Tail	2.13	Medicine	2.16

MISSISSIPPI

Benton	\$2.25	Quitman	\$2.27
Bolivar	2.27	Sharkey	2.26
Calhoun	2.25	Sunflower	2.27
Coahoma	2.27	Tallahatchie	2.26
De Soto	2.27	Tate	2.26
Grenada	2.25	Tunica	2.27
Humphreys	2.26	Washington	2.27
Issaquena	2.26	Yalobusha	2.25
Lafayette	2.25	Yazoo	2.25
Leflore	2.26	All other	
Marshall	2.26	counties	2.24
Panola	2.26		

MISSOURI

Adair	\$2.73	Harrison	\$2.20
Andrew	2.20	Henry	2.20
Atchison	2.20	Hickory	2.20
Audrain	2.25	Holt	2.20
Barry	2.18	Howard	2.22
Barton	2.18	Howell	2.21
Bates	2.20	Iron	2.21
Benton	2.20	Jackson	2.20
Bollinger	2.24	Jasper	2.18
Boone	2.23	Jefferson	2.23
Buchanan	2.20	Johnson	2.20
Butler	2.25	Knox	2.25
Caldwell	2.20	Laclede	2.20
Callaway	2.23	Lafayette	2.20
Camden	2.21	Lawrence	2.18
Cape Girardeau	2.25	Lewis	2.26
Carroll	2.21	Lincoln	2.24
Carter	2.23	Linn	2.22
Cass	2.20	Livingston	2.21
Cedar	2.19	McDonald	2.18
Chariton	2.22	Macon	2.23
Christian	2.19	Madison	2.22
Clark	2.25	Maries	2.21
Clay	2.20	Marion	2.26
Clinton	2.20	Mercer	2.21
Cole	2.22	Miller	2.21
Cooper	2.22	Mississippi	2.27
Crawford	2.22	Moniteau	2.22
Dade	2.18	Monroe	2.25
Dallas	2.20	Montgomery	2.23
Daviess	2.20	Morgan	2.21
De Kalb	2.20	New Madrid	2.27
Dent	2.21	Newton	2.18
Douglas	2.20	Nodaway	2.20
Dunklin	2.27	Oregon	2.21
Franklin	2.23	Osage	2.22
Gasconade	2.22	Ozark	2.20
Gentry	2.20	Pemiscot	2.27
Greene	2.19	Perry	2.23
Grundy	2.21	Pettis	2.21
		Phelps	2.21

MISSOURI—Continued

County	Rate per bushel	County	Rate per bushel
Pike	\$2.25	Schuyler	\$2.23
Platte	2.20	Scotland	2.24
Polk	2.20	Scott	2.26
Pulaski	2.21	Shannon	2.21
Putnam	2.22	Shelby	2.25
Ralls	2.26	Stoddard	2.26
Randolph	2.23	Stone	2.19
Ray	2.20	Sullivan	2.22
Reynolds	2.21	Taney	2.20
Ripley	2.23	Texas	2.21
St. Charles	2.24	Vernon	2.19
St. Clair	2.20	Warren	2.23
St. Francois	2.23	Washington	2.22
St. Louis	2.24	Wayne	2.23
Ste. Genevieve	2.23	Webster	2.20
Saline	2.21	Worth	2.20
		Wright	2.20

NEBRASKA

Adams	\$2.14	Merrick	\$2.15
Antelope	2.15	Nance	2.15
Boone	2.15	Nemaha	2.18
Boyd	2.14	Nuckolls	2.15
Burt	2.18	Otoe	2.18
Butler	2.18	Pawnee	2.18
Cass	2.18	Pierce	2.15
Cedar	2.16	Platte	2.16
Clay	2.15	Polk	2.16
Colfax	2.17	Richardson	2.18
Cuming	2.17	Saline	2.17
Dakota	2.17	Sarpy	2.18
Dixon	2.17	Saunders	2.18
Dodge	2.18	Seward	2.17
Douglas	2.18	Stanton	2.16
Fillmore	2.16	Thayer	2.16
Gage	2.17	Thurston	2.17
Hall	2.14	Washington	2.18
Hamilton	2.15	Wayne	2.16
Jefferson	2.17	Webster	2.14
Johnson	2.18	York	2.16
Knox	2.15	All other counties	2.13
Lancaster	2.18		
Madison	2.15		

NEW JERSEY

All counties	\$2.21
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NEW MEXICO

All counties	\$2.11
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NEW YORK

All counties	\$2.20
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NORTH CAROLINA

All counties	\$2.23
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NORTH DAKOTA

Barnes	\$2.11	Sargent	\$2.11
Cass	2.12	Steele	2.11
Grand Forks	2.11	Traill	2.12
Ransom	2.11	All other counties	2.10
Richland	2.12		

OHIO

Adams	\$2.23	Gallia	\$2.23
Allen	2.26	Geauga	2.26
Ashland	2.25	Greene	2.23
Ashtabula	2.26	Guernsey	2.25
Athens	2.24	Hamilton	2.23
Auglaize	2.25	Hancock	2.26
Belmont	2.24	Hardin	2.25
Brown	2.23	Harrison	2.25
Butler	2.23	Henry	2.27
Carroll	2.25	Highland	2.23
Champaign	2.24	Hocking	2.24
Clark	2.23	Holmes	2.25
Clermont	2.23	Huron	2.26
Clinton	2.23	Jackson	2.23
Columbiana	2.25	Jefferson	2.25
Coshocton	2.25	Knox	2.25
Crawford	2.26	Lake	2.26
Cuyahoga	2.26	Lawrence	2.23
Darke	2.24	Licking	2.25
Defiance	2.27	Logan	2.25
Delaware	2.25	Lorain	2.26
Erie	2.27	Lucas	2.27
Fairfield	2.25	Madison	2.24
Fayette	2.23	Mahoning	2.25
Franklin	2.25	Marion	2.26
Fulton	2.27	Medina	2.26

OHIO—Continued

County	Rate per bushel	County	Rate per bushel
Meigs	\$2.23	Ross	\$2.23
Mercer	2.25	Sandusky	2.27
Miami	2.24	Scioto	2.23
Monroe	2.23	Seneca	2.27
Montgomery	2.23	Shelby	2.25
Morgan	2.24	Stark	2.25
Morrow	2.26	Summit	2.26
Muskingum	2.25	Trumbull	2.26
Noble	2.24	Tuscarawas	2.25
Ottawa	2.27	Union	2.25
Paulding	2.27	Van Wert	2.26
Perry	2.25	Vinton	2.24
Pickaway	2.24	Warren	2.23
Pike	2.23	Washington	2.23
Portage	2.26	Wayne	2.25
Preble	2.23	Williams	2.27
Putnam	2.27	Wood	2.27
Richland	2.26	Wyandot	2.26

OKLAHOMA

All counties	\$2.16
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PENNSYLVANIA

All counties	\$2.20
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SOUTH CAROLINA

All counties	\$2.23
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SOUTH DAKOTA

Aurora	\$2.12	Jerauld	\$2.12
Beadle	2.12	Kingsbury	2.13
Bon Homme	2.14	Lake	2.14
Brookings	2.14	Lincoln	2.16
Brule	2.12	McCook	2.14
Charles Mix	2.13	Miner	2.13
Clay	2.15	Minnehaha	2.15
Codington	2.12	Moody	2.14
Davison	2.13	Roberts	2.12
Deuel	2.13	Sanborn	2.12
Douglas	2.13	Turner	2.15
Grant	2.13	Union	2.16
Hamlin	2.12	Yankton	2.15
Hanson	2.13	All other counties	2.11
Hutchinson	2.14		

TENNESSEE

Crocket	\$2.25	Oblon	\$2.25
Dyer	2.26	Shelby	2.26
Fayette	2.25	Tipton	2.26
Gibson	2.25	Weakley	2.25
Haywood	2.25	All other counties	2.24
Lake	2.26		
Lauderdale	2.26		

TEXAS

All counties	\$2.16
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VIRGINIA

All counties	\$2.23
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WEST VIRGINIA

All counties	\$2.20
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WISCONSIN

Adams	\$2.22	La Crosse	\$2.21
Barron	2.19	Lafayette	2.25
Brown	2.21	Langlade	2.19
Buffalo	2.20	Lincoln	2.18
Burnette	2.18	Manitowoc	2.22
Calumet	2.22	Marathon	2.19
Chippewa	2.19	Marquette	2.19
Clark	2.19	Milwaukee	2.23
Columbia	2.24	Monroe	2.26
Crawford	2.23	Oconto	2.21
Dane	2.25	Oneida	2.20
Dodge	2.25	Outagamie	2.18
Door	2.20	Ozaukee	2.21
Douglas	2.18	Pepin	2.25
Dunn	2.20	Pierce	2.20
Eau Claire	2.20	Polk	2.20
Fond du Lac	2.24	Portage	2.19
Grant	2.24	Price	2.21
Greene	2.26	Racine	2.18
Green Lake	2.23	Richland	2.28
Iowa	2.24	Rock	2.23
Jackson	2.21	Rusk	2.27
Jefferson	2.26	St. Croix	2.18
Juneau	2.22	Sauk	2.19
Kenosha	2.28	Sawyer	2.23
Kewaunee	2.20		

WISCONSIN—Continued

County	Rate per bushel	County	Rate per bushel
Shawano	\$2.20	Washington	\$2.25
Sheboygan	2.24	Waukesha	2.26
Taylor	2.18	Waupaca	2.21
Trempealeau	2.20	Wausara	2.22
Vernon	2.22	Winnebago	2.22
Walworth	2.28	Wood	2.21
Washburn	2.18		

(b) *Discounts.* The following discounts shall, in the case of loans be applied to the basic rate at the time the loan is completed and at the time of settlement and, in the case of deliveries under purchase agreements shall be applied to the basic rate at the time of settlement. All discounts shall be cumulative.

(1) *Classification discount.*

Class:	Cents per bushel
Black	-25
Brown	-25
Mixed	-25

(2) *Test weight per bushel.*

Pounds:	Cents per bushel
53.0 through 53.9	-1/2
52.0 through 52.9	-1
51.0 through 51.9	-1 1/2
50.0 through 50.9	-2
49.0 through 49.9	-1 1/2

(3) *Splits.*

Percent:	Cents per bushel
20.1 through 25.0	-1/2
25.1 through 30.0	-1
30.1 through 35.0	-1 1/2
35.1 through 40.0	-2

(4) *Damaged kernels.¹*

Heat percent	Total percent	Cents per bushel
0.6 through 0.7	3.1 through 4.0	-1/2
0.8 through 1.0	4.1 through 5.0	-1
1.1 through 1.5	5.1 through 6.0	-1 1/2
1.6 through 2.1	6.1 through 7.0	-2
2.2 through 3.0	7.1 through 8.0	-2 1/2

¹ Use column which yields the higher applicable discount.

(5) *Foreign material.*

Percent:	Cents per bushel
2.1 through 2.5	-1
2.6 through 3.0	-2
3.1 through 3.5	-3
3.6 through 4.0	-4
4.1 through 4.5	-5
4.6 through 5.0	-6

(6) *Weed control laws.*

See § 1421.27	Cents per bushel
	-10

(c) *Premiums.* The following premiums are applicable to eligible soybeans. In the case of farm-storage loans and deliveries under purchase agreements, premiums shall be applied to the basic rates at the time of settlement. In the case of warehouse-storage loans, premiums shall be applied to the basic rates at the time the loans are completed. All premiums shall be cumulative.

(1) *Low moisture.*

Percent:	Cents per bushel
12.2 or less	+4
12.3 through 12.7	+3
12.8 through 13.2	+2
13.3 through 13.7	+1
13.8 through 14.0	0

(2) *Low foreign material.*

	<i>Cents per bushel</i>
1.0 percent or less.....	+2

Effective date: Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 12, 1963.

E. A. JAENKE,
*Acting Executive Vice President,
Commodity Credit Corporation.*

[F.R. Doc. 63-9971; Filed, Sept. 17, 1963;
8:48 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBPART A—GENERAL

PART 8—COLOR ADDITIVES

Subpart F—Listing of Color Additives for Drug Use Exempt From Certification

ANNATTO EXTRACT; LISTING FOR DRUG USE; EXEMPTION FROM CERTIFICATION

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 706(b) (1), (c) (2), 74 Stat. 399, 402; 21 U.S.C. 376(b) (1), (c) (2)), and under the authority delegated to him by the Secretary of Health, Education, and Welfare (25 F.R. 8625), the Commissioner of Food and Drugs, based on a petition filed by Annatto Color Testing Committee, 14 Proudfit Street, Madison, Wisconsin, and other relevant material, finds that annatto extract, when used in accordance with the conditions prescribed in this order, is safe for use in or on ingested drugs and that certification is not necessary for the protection of the public health. Therefore, *It is ordered*, That Part 8 be amended by adding to subpart F the following new section:

§ 8.6003 Annatto extract.

(a) *Identity.* (1) The color additive annatto extract shall conform in identity and specifications to the requirements of § 8.305(a) (1) and (b).

(2) The diluents in color additive mixtures for drug use containing annatto extract shall be limited to those listed in subpart F of this Part as safe and suitable in color additive mixtures for coloring ingested drugs.

(b) *Uses and restrictions.* Annatto extract may be used for coloring ingested drugs generally in amounts consistent with good manufacturing practice.

(c) *Labeling requirements.* In addition to all other information required by the act, labels of annatto extract and mixtures prepared therefrom shall bear information showing the color is derived from annatto seed and shall declare all ingredients by their specific names with the exception of residues of solvents listed in § 8.305(a) (1) (ii).

(d) *Exemption from certification.* Certification of this color additive is not

necessary for the protection of the public health, and therefore batches thereof are exempt from the certification requirements of section 706(c) of the act.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing, and such objections must be supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed preferably in quintuplicate.

Effective date. This order shall become effective 60 days from the date of its publication in the FEDERAL REGISTER, except as to any provisions that may be stayed by the filing of proper objections. Notice of the filing of objections or lack thereof will be announced by publication in the FEDERAL REGISTER.

(Sec. 706(b) (1), (c) (2), 74 Stat. 399, 402; 21 U.S.C. 376(b) (1), (c) (2))

Dated: September 11, 1963.

GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 63-9943; Filed, Sept. 17, 1963;
8:46 a.m.]

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

PLASTICIZERS

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition filed by Swift and Company, Packers and Exchange Avenues, Chicago 9, Illinois, and other relevant material, has concluded that the food additive regulations should be amended to provide for the use of epoxidized butyl esters of linseed oil fatty acids as a plasticizer in polymeric substances used in the manufacture of articles that contact food. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), § 121.2511 *Plasticizers* (21 CFR 121.2511; 28 F.R. 6679) is amended by inserting alphabetically in paragraph (b) a new item as follows:

(b) List of substances:

	Limitations
**** Epoxidized butyl esters of linseed oil fatty acids.	**** Iodine number, maximum 5; oxirane oxygen, minimum 7.8 percent.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1))

Dated: September 11, 1963.

GEO. P. LARRICK,
Commissioner of Food and Drugs.
[F.R. Doc. 63-9944; Filed, Sept. 17, 1963;
8:46 a.m.]

Title 25—INDIANS

Chapter I—Bureau of Indian Affairs, Department of the Interior

SUBCHAPTER G—TRIBAL GOVERNMENT

PART 74—GOVERNMENT OF INDIAN VILLAGES, OSAGE RESERVATION, OKLAHOMA

The regulations in this new Part 74, Government of Indian Villages, Osage Reservation, Oklahoma, replace uncodified regulations approved December 9, 1932, which were applicable to Osage Indian villages reserved from allotment in the Act of June 28, 1906 (34 Stat. 539). Absence of well defined regulations has periodically resulted in situations that have threatened the welfare of the members of the Osage Tribe. The content of the regulations in the new part to be added to Title 25, Code of Federal Regulations originated with, has been duly adopted by the popularly elected Osage Tribal Council, and will regularize the conduct of the tribal membership in conjunction with the villages. Under the above explained circumstances, notice and public procedure on the amendment to Title 25, Code of Federal Regulations have been deemed unnecessary and Part 74 is hereby adopted and shall read as set forth

below. This amendment shall become effective as of the date of this publication in the FEDERAL REGISTER.

- Sec.
 74.1 Purpose.
 74.2 Definitions.
 74.3 Description of village reserves.
 74.4 Plats of village reserves.
 74.5 Tracts reserved from selection by individuals.
 74.6 Custody of public buildings and tracts reserved from selection by individuals; village committees.
 74.7 Permits to occupy land for dwelling purposes.
 74.8 Sale or mortgage of improvements.
 74.9 Inheritance of improvements.
 74.10 Renting of improvements.
 74.11 Domestic animals in village reserves.
 74.12 Business enterprises and public buildings.
 74.13 Health, sanitation and sewerage disposal.
 74.14 Confirmation of permits issued under regulations approved December 9, 1932.
 74.15 Suspension or amendment of regulations.

AUTHORITY: §§ 74.1 to 74.15 issued under subdivision 9 of sec. 2, sec. 12, Act of June 28, 1906 (34 Stat. 539), sec. 3, Act of June 24, 1938 (52 Stat. 1034). Interpret or apply Act of April 18, 1912 (37 Stat. 86).

§ 74.1 Purpose.

The purpose of the regulations in this part is to establish policies and procedures for the government of Indian villages, Osage Reservation, Oklahoma.

§ 74.2 Definitions.

As used in this part:

(a) "Secretary" means the Secretary of the Interior or his authorized representative.

(b) "Superintendent" means the Superintendent or other officer in charge of Osage Agency.

(c) "Council" means the Osage Tribal Council, that elected governing body of the Osage Tribe of Indians.

(d) "Tribal Member" means any person of Osage Indian blood of whatever degree, allotted or unallotted, whose name appears on the official Census Roll of the Osage Tribe.

(e) "Minor" means any person under 21 years of age.

(f) "Resident" means an adult tribal member who has resided in the village for thirty (30) days, in the 12-month period preceding the election.

§ 74.3 Description of village reserves.

The act of June 28, 1906 (34 Stat. 539), as amended by the Act of June 24, 1938 (52 Stat. 1034), set aside certain tribal lands exclusively as dwelling sites for the use and benefit of the Osage Indians until January 1, 1984, unless otherwise provided by Act of Congress. These lands are described as follows:

(a) *Grayhorse Indian Village.* The Southeast Quarter (SE/4) of the Southeast Quarter (SE/4), and the West Half (W/2) of the Southwest Quarter (SW/4) of the Southeast Quarter (SE/4), and the South Half (S/2) of the Northeast Quarter (NE/4) of the Southeast Quarter (SE/4) of the Southwest Quarter (SW/4), and the South Half (S/2) of the North Half (N/2) of the Northeast Quarter (NE/4) of the Southeast Quar-

ter (SE/4) of the Southwest Quarter (SW/4), and the Southeast Quarter (SE/4) of the Southwest Quarter (SE/4) of the Southwest Quarter (SW/4) of Section Fifteen (15); and the North Half (N/2) of the Northeast Quarter (NE/4), and the Northeast Quarter (NE/4) of the Northwest Quarter (NW/4) of Section Twenty-two (22), all in Township Twenty-four (24) North, Range Six (6) East of the Indian Meridian, and containing 197.5 acres, more or less.

(b) *Hominy Indian Village.* Lots Six (6) and Seven (7), and the East Half (E/2) of the Southwest Quarter (SW/4) of Section Six (6) in Township Twenty-two (22) North, Range Nine (9) East of the Indian Meridian, and containing 160 acres, more or less.

(c) *Pawhuska Indian Village.* Lots One (1) and Two (2), and the South Half (S/2) of the Northeast Quarter (NE/4) of Section Three (3) in Township Twenty-five (25) North, Range Nine (9) East of the Indian Meridian, and containing 160 acres, more or less.

§ 74.4 Plats of village reserves.

The plat of the Grayhorse Indian Village bearing the Superintendent's certificate dated June 11, 1932; the plat of the Hominy Indian Village bearing the Superintendent's certificate dated April 16, 1932; and the plat of the Pawhuska Indian Village bearing the Superintendent's certificate dated December 30, 1952, on file in the Osage Agency, are declared to be the official plats of said village reserves.

§ 74.5 Tracts reserved from selection by individuals.

The following described tracts within the villages mentioned are reserved from selection by individuals and are set aside for sepulchral use or for public gatherings of tribal members:

(a) *Grayhorse Indian Village.* (1) the 10 acres bounded on the north by 0-10-nah Avenue, on the east by the county road, on the south by Ki-he-kah-st-eh Avenue, and on the west by Wah-she-wah-ti-an-kah Street, designated "Cemetery" on the official plat; (2) Block 52, designated "Public Square" on the official plat; (3) Blocks 53 and 54, each designated "Park" on the official plat; and (4) Lots 4 and 5, Block 59, approved as a "Church Reserve" on August 28, 1941.

(b) *Hominy Indian Village.* (1) The S/2 of Block 4, designated "Round House" on the official plat; (2) Block 15, designated "Wah-shah-she-Cemetery" on the official plat; and (3) Lots 1 and 2, Block 1, consisting of approximately 150 feet x 115 feet in dimensions, set aside for religious and educational purposes to the Society of Friends, its Associate Executive Committee of Friends on Indian Affairs and its or their representative at Hominy, Oklahoma, by Resolution of the Osage Tribal Council dated June 6, 1956, and approved by the Assistant Secretary of the Interior September 7, 1956, designated "Church" on the official plat.

(c) *Pawhuska Indian Village.* (1) The east 250 feet, Block 24, designated

"Hlu-ah-ki-he-kah Public Square" on the official plat; (2) an area 230 feet x 140 feet located between Block 25 and Block 27, designated "Round House Public Square" on the official plat; and (3) the W/2 of Block 22, approved as a "Playground Reserve" on November 3, 1937.

§ 74.6 Custody of public buildings and tracts reserved from selection by individuals; village committees.

Each of the three (3) villages described herein shall organize a village committee to provide for the health, safety and welfare of its inhabitants, for the maintenance of tribal property, and to serve as custodian and manager of tribal property and improvements located within said village except that tract described in § 74.5(b)(3). Each village committee shall be composed of five (5) members, domiciled in the village, one of whom shall be designated by the committee as chairman. The committees shall be elected biennially by the residents of the villages, except in the Grayhorse Indian Village where the committee shall be appointed by the Council from among those tribal members residing in or historically associated with the village. The procedure for initial committee elections shall be established by the Council. Each village committee shall prepare a constitution and by-laws to be approved by the Council and the Superintendent before said committee will have any authority to govern, and any changes or amendments thereto must likewise be approved by the Council and the Superintendent. All actions of the committee are subject to appeal to the Council whose decision shall be final: *Provided*, That such committee shall have no control or authority to grant permission for the use of tribal property described in § 74.5 for the holding of dances. Such authority shall remain in the Council and any group or individual using the property for dance purposes without the written permission of the Council shall be in violation of these regulations: *Provided, further*, That the village committee shall not permit the use of any of the tracts described in § 74.5 in any manner that would conflict with Council authorization for dance purposes.

§ 74.7 Permits to occupy land for dwelling purposes.

The issuance of permits for the use of land for dwelling purposes within any village reserve described in § 74.3 except tracts reserved for specific purposes by § 74.5 will be under the jurisdiction of the Superintendent. Permits may be issued only to tribal members upon application to the Superintendent: *Provided*, That only one permit shall be issued to any one individual and that erection of a dwelling house shall be started on such land within six (6) months from date of approval of the permit or such permit shall be automatically terminated except that upon written application the Superintendent may extend such permit for an additional six (6) months: *Provided, further*, That only one dwelling shall be constructed under any one permit. Permits issued under this Section

shall be made in duplicate in a manner to be prescribed by the Superintendent. The original copy shall be filed in the Branch of Realty, Osage Agency, and the duplicate copy shall be mailed to the permittee.

§ 74.8 Sale or mortgage of improvements.

No improvements located within the village reserves described in § 74.3 shall be sold, mortgaged, transferred or assigned without the approval of the Superintendent.

(a) Improvements may be mortgaged for home improvements or the erection of new improvements. Such mortgages shall be made with acceptable lending agencies and shall be approved by the Superintendent. The lending agency shall have the right (1) to foreclose the mortgage and to sell the improvements within six (6) months of the date of foreclosure judgment to any eligible tribal member with the understanding that the use of the land on which the improvements are situated shall be transferable to the new owner; or (2) to foreclose the mortgage and to sell the improvements to a non-tribal member, who shall remove the improvements from the village reserve within six (6) months of the date of sale. In the event of removal of the mortgaged property, it shall be the responsibility of the lending agency to level the land on which such improvements were located and to remove all debris, sidewalks, etc., leaving the premises in an orderly condition. Failure to make such disposition within the time stated in this paragraph shall result in forfeiture of the improvements to the village committee.

(b) Improvements may be sold by the owner thereof with the approval of the Superintendent. Sale of such improvements shall be accomplished by bill of sale executed by the owner in triplicate who shall file all copies with the Superintendent. If the purchaser of such improvements is a member of the Osage Tribe, the bill of sale shall be accompanied by a relinquishment of the permit in favor of the vendee for the occupancy of the land on which such improvements are located. If the purchaser is not a member of the Osage Tribe, such purchaser shall be required to endorse an agreement on the reverse of all copies of the bill of sale that he will (1) remove the improvements from the village reserve within six (6) months of date of approval of the bill of sale; (2) transfer the title thereof as provided in this section to a tribal member who is eligible; or (3) failing to make such disposition within the time stated forfeit title to the village committee.

(c) Upon approval of the bill of sale by the Superintendent, the original or certified copy shall be filed in the Branch of Realty, Osage Agency, the duplicate copy mailed to the purchaser, and the triplicate copy mailed to the seller.

§ 74.9 Inheritance of improvements.

(a) Upon the death of the owner of improvements in a village reserve, such improvements shall, in probate matters, be subject to the jurisdiction of the

county courts, State of Oklahoma, and shall be subject to inheritance or bequest in accordance with applicable State and Federal laws. The land within a village reserve is held in trust for the benefit of tribal members and is not subject to inheritance or purchase.

(b) When such improvements or interests therein are inherited by or bequeathed to a non-tribal member, he or she shall dispose of such improvements in the manner provided for disposition of improvements by purchaser under § 74.8: *Provided*, That when such non-tribal member is a legally adopted minor child such child may continue to occupy the land during its minority: *Provided, further*, That when such non-tribal member is the surviving spouse such individual, so long as he or she remains single, may continue to occupy the land during his or her lifetime or may sell the improvements as provided herein and may receive the proceeds therefrom. In the event such surviving spouse remarries, the right to continuous occupancy of the land pursuant to this § 74.9 shall terminate and such surviving spouse shall make disposition of such improvements as provided for purchasers in § 74.8. If upon the death of the surviving spouse title to the improvements vests in a non-tribal member, they shall be sold as provided in § 74.8 and the proceeds distributed to the persons entitled thereto.

(c) Improvements inherited by tribal members may be occupied or rented in accordance with § 74.10: *Provided*, No tribal member shall be issued more than two permits or own more than two sets of improvements, one of which must be inherited property and one occupied by the tribal member: *Provided, further*, No tribal member shall be permitted to retain more than one set of improvements for rental. If this provision is violated, the tribal member will have three years, from the date of written notice from the Superintendent that such provision has been violated, within which to dispose of the surplus property in accordance with § 74.8.

§ 74.10 Renting of improvements.

The Superintendent may issue a certificate of permission to rent for a period of one (1) year improvements located on land held under valid permit, subject to renewal in the discretion of the Superintendent, upon written application by the owner of such improvements and the prospective tenant: *Provided*, That such prospective tenant is a tribal member and the property to be rented is that heretofore occupied or inherited by the owner. Certificates of permission issued under this section may be withdrawn upon 30-day notice to the tenant by the Superintendent and such tenant expelled from the village reserve. The application and certificate of permission on a form to be prescribed by the Superintendent shall be made in triplicate and all copies forwarded to the Superintendent for action. Upon approval by the Superintendent, the original copy of the application and certificate shall be filed in the Branch of Realty, Osage Agency,

the duplicate copy of each forwarded to the owner, and the triplicate copy of each forwarded to the tenant.

§ 74.11 Domestic animals in village reserves.

No domestic animal shall be permitted to roam, graze, or otherwise occupy any unassigned area of a village reserve except that unassigned land may be leased by the village committee with the approval of the Superintendent and the proceeds therefrom credited to the account of the village committee. Village residents may retain domestic animals in a fenced or enclosed area within the confines of their assigned lands subject to approval by the village committee. When animals are permitted to roam a village reserve or otherwise become a nuisance, the village committee will require the owner thereof to remove such animals from the premises.

§ 74.12 Business enterprises and public buildings.

No permanent business enterprises shall be carried on within the boundaries of a village reserve and no public buildings shall be erected on lands within the boundaries of a village reserve except on tracts described in § 74.5 maintained for the use and benefit of tribal members. The construction or acquisition of dwellings for rental purposes is prohibited. The village committee may grant permission and charge fees for temporary concessions within the village reserve during Indian celebrations, dances, community gatherings, etc., such temporary permits to last only for the term of activities for which granted.

§ 74.13 Health, sanitation, and sewerage disposal.

Health, sanitation, and sewerage disposal problems within the village reserves shall be subject to and controlled by applicable County and State laws.

§ 74.14 Confirmation of permits issued under regulations approved December 9, 1932.

The Superintendent shall have prepared a certified list of the names of all persons holding permits in force and effect as of the date of approval of the regulations in this part, and all such permits are hereby confirmed and recognized as being of equal validity with those issued hereafter: *Provided*, That no permits shall be confirmed which would constitute a violation of § 74.9(c).

§ 74.15 Suspension or amendment of regulations.

The regulations in this part may be suspended or amended at any time by the Secretary of the Interior: *Provided*, That such amendments or suspension shall not serve to change the terms or conditions of any mortgage approved in accordance with § 74.8(a).

JOHN A. CARVER, Jr.,
Acting Secretary of the Interior.

SEPTEMBER 13, 1963.

[F.R. Doc. 63-10003; Filed, Sept. 17, 1963; 8:50 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 15—MATTER MAILABLE UNDER SPECIAL RULES

Adequacy of Preparation and Packaging; Safety Matches

The regulations of the Post Office Department in § 15.2 are amended by revising paragraph (c) (2) to include the guidelines and requirements for the mailing of safety matches. As so amended, paragraph (c) (2) reads as follows:

§ 15.2 Adequacy of preparation and packaging.

(c) *Combustible and gaseous* * * *
(2) (i) Strike-anywhere matches may not be mailed.

(ii) Safety matches of a strike-only-on-box or box variety may be mailed under the following conditions:

(a) Their minimum ignition temperature must not be less than 338° Fahrenheit.

(b) They will not ignite when exposed to temperatures up to 194° Fahrenheit for a period of two hours.

(c) They will not ignite when the heads of any two matches are vigorously rubbed together at least 5 times.

(d) They must be packaged in containers adequately insulated with aluminum foil, asbestos, or other fire retardant material, or in securely closed cartons of bleached manila or kraft type board of not less than .022 inch thick, testing at least 100 points (Mullen test).

(e) Each package may not contain more than 1500 matches made up in not to exceed 50 books of not more than 30 match sticks in each book, or in small boxes of approximately 36 wooden sticks in each box.

(f) Book matches must be arranged symmetrically so as to completely fill the cartons and be so positioned that the heads of the matches cannot strike or rub against friction surfaces on the books.

NOTE: The corresponding Postal Manual section is 125.232.

(R.S. 161, as amended, sec. 1, 62 Stat. 781, as amended; 5 U.S.C. 22, 18 U.S.C. 1716, 39 U.S.C. 501)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 63-9996; Filed, Sept. 17, 1963; 8:49 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3234; Fairbanks 012695]

ALASKA

Partly Revoking Public Land Order No. 1570 of December 24, 1957

By virtue of the authority vested in the President, and pursuant to Execu-

tive Order No. 10355 of May 26, 1952, it is ordered as follows:

1. Public Land Order No. 1570 of December 24, 1957, which withdrew lands for recreational purposes is hereby revoked so far as it affects the following-described lands:

MANLEY HOT SPRINGS

U.S. SURVEY NO. 3441

Tract A, lots 9 and 9A.

Containing 2.86 acres.

2. Until 10:00 a.m. on December 12, 1963, the State of Alaska shall have a preferred right to select the lands as provided by the Act of July 28, 1956 (70 Stat. 709; 48 U.S.C. 46-3b), section 6g of the Alaska Statehood Act of July 7, 1958 (72 Stat. 339), and the regulations in 43 CFR Part 76.

3. This order shall not otherwise become effective to change the status of the lands until 10:00 a.m. on December 12, 1963. At that time the lands shall be open to the operation of the public land laws generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications except preference right applications from the State received prior to 10:00 a.m. on December 12, 1963, shall be considered as simultaneously filed at that time.

4. The lands have been open to applications and offers under the mineral leasing laws. They will be open to location under the United States mining laws at 10:00 a.m. on December 12, 1963.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Fairbanks, Alaska.

JOHN A. CARVER, Jr.,

Assistant Secretary of the Interior.

SEPTEMBER 11, 1963.

[F.R. Doc. 63-9931; Filed, Sept. 17, 1963; 8:45 a.m.]

[Public Land Order 3235; Utah 07771; 71776]

UTAH

Revoking Reclamation Withdrawal; Glen Canyon Unit, Material Site

By virtue of the authority contained in section 3 of the Act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), it is ordered as follows:

1. The order of the Bureau of Reclamation dated April 25, 1956, concurred in by the Bureau of Land Management on May 18, 1956, which withdrew lands for use of the Bureau of Reclamation for a construction material reserve in connection with the Glen Canyon Unit, Colorado River Storage Project, and which was partly revoked on August 29, 1958, is hereby revoked so far as it affects the following-described lands which are still withdrawn by said order of withdrawal:

SALT LAKE BASE AND MERIDIAN

Tps. 40, 41 and 42 S., R. 1 E.

T. 43 S., R. 1 E.,

Secs. 1 to 8 incl., 17 to 20 incl., and 29 to 32 incl.

Tps. 41 and 42 S., R. 2 E.

T. 43 S., R. 2 E.,

Secs. 3 to 10 incl., 15 to 22 incl., and 27 to 34 incl.

The areas described, including the public and State lands, aggregate 141,-852.1 acres.

2. The lands are located immediately west and north of Glen Canyon City, about 50 to 65 miles east of Kanab, Utah. The topography is a series of benches or mesas, level to rolling on each bench level. The elevation of the southern portion is around 4,000 feet, the bench across the central portion is 5,300 to 5,500 feet, and the northern part is approximately 6,500 feet. The soil on the benches is sandy with a black-brush-grass type vegetation. The creek drainages and areas below the escarpments are badly eroded with large clay and gumbo patches supporting little vegetation.

3. Until 10:00 a.m. on March 12, 1964, the State of Utah shall have a preferred right of application to select the public lands released from withdrawal by this order as provided by subsection (c) of section 2 of the Act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 852). On and after that date and hour the lands shall become subject to application and selection generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications, except preference right applications from the State, received at or prior to 10:00 a.m. on March 12, 1964, shall be considered as simultaneously filed at that time.

4. The lands have been open to applications and offers under the mineral leasing laws. They will be open to location under the United States mining laws at 10:00 a.m. on March 12, 1964.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Salt Lake City, Utah.

JOHN A. CARVER, Jr.,

Assistant Secretary of the Interior.

SEPTEMBER 11, 1963.

[F.R. Doc. 63-9932; Filed, Sept. 17, 1963; 8:45 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

PART 1—PRACTICE AND PROCEDURE

PART 8—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

Stations in Maritime Radiolocation Service; Use of Form for Application for Renewal of Radio License

At a session of the Federal Communications Commission held at its offices in Washington, D.C. on the 11th day of September, 1963:

The Commission having under consideration the above-captioned matter;

It appearing, that, in accordance with §§ 1.526(b) (4) and 8.36(b) of the Commission's rules an application for renewal of license of stations in the maritime radiolocation service is to be filed on FCC Form 401; and

It further appearing, that, the use of Form 401 for such renewal applications

is unnecessary since it duplicates information already filed with the Commission in connection with the initial licensing of the station; and

It further appearing, that, the public interest would be served by specifying the use of Form 405-A in lieu of Form 401 for such renewal applications; and

It further appearing, that, the amendments herein ordered are non-substantive in nature, and, therefore, the notice and effective date provisions of section 4 of the Administrative Procedure Act are inapplicable;

It is ordered, That, pursuant to the authority contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended, Parts 1 and 8 of the Commission's rules are amended as set forth below, effective September 23, 1963.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: September 13, 1963.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

A. Part 1 is amended as follows:

§ 1.526 [Amendment]

1. In § 1.526(b) the text of subparagraph (4) is deleted and the word [Reserved] is inserted in lieu thereof.

B. Part 8 is amended as follows:

1. Section 8.36 is amended by changing the text of paragraph (b) and by inserting a new paragraph (c) as follows:

§ 8.36 Application forms for station authorizations.

* * * * *

(b) FCC Form 401 shall be used for filing formal application for new or modified station license in the maritime radiolocation service.

(c) FCC Form 405-A shall be used for filing application for renewal of station license in the maritime radiolocation service.

[F.R. Doc. 63-9965; Filed, Sept. 17, 1963; 8:47 a.m.]

PART 12—AMATEUR RADIO SERVICE

Examination Procedures

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 11th day of September, 1963;

The Commission having under consideration the amendment of § 12.44(c) of its rules which sets forth procedures for the supervision of examinations for the Novice, Technician, and Conditional Class Amateur Radio operator licenses; and

It appearing, that it is desirable that the written portion of an examination be supervised by the same volunteer examiner who administers the code test portion of the examination; and

It further appearing, that a volunteer examiner should be at least twenty-one years of age; and

It further appearing, that a volunteer examiner should be the holder of an Extra, Advanced, or General Class Amateur radio operator license, or the holder of a Commercial radiotelegraph operator license issued by the Commission, or should be employed in the service of the United States as the operator of a manually operated radiotelegraph station; and

It further appearing, that it is necessary that the Rules set forth a procedure whereby a volunteer examiner can obtain, supervise, and submit the written portion of an examination; and

It further appearing, that the rules adopted herein are procedural in nature and hence are not subject to the prior notice provisions of section 4(a) of the Administrative Procedure Act; and

It further appearing, that authority for the issuance of the rules herein adopted is contained in section 4(i) and 303 of the Communications Act of 1934, as amended;

It is ordered, Effective November 1, 1963, that § 12.44(c) of the Commission's rules is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: September 13, 1963.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

1. Section 12.44(c) is amended to read as follows:

§ 12.44 Manner of conducting examinations.

* * * * *

(c) Unless otherwise prescribed by the Commission, an examination for the Conditional, Technician, or Novice Class license will be conducted and supervised by a volunteer examiner selected by the applicant. A volunteer examiner shall be at least 21 years of age and shall be the holder of an Extra, Advanced, or General Class Amateur Radio operator license, or shall hold a Commercial radiotelegraph operator license issued by the Commission, or shall be employed in the service of the United States as the operator of a manually operated radiotelegraph station. The written portion of the examination shall be obtained, supervised, and submitted in accordance with the following procedure:

(1) Necessary examination papers shall be obtained from the Commission's office at Gettysburg, Pennsylvania at the written request of the applicant or the volunteer examiner. The request shall include the names and permanent addresses of the applicant and the examiner, a description of the examiner's qualifications to administer the examination, and, in the case of a request for the Conditional Class license examination, the basis of the applicant's eligibility for such license. Examination papers will be forwarded only to the volunteer examiner.

(2) The volunteer examiner shall be responsible for the proper conduct and necessary supervision of the examina-

tion. Administration of the examination shall be in accordance with the instructions included with the examination papers and as prescribed in §§ 12.47 through 12.50.

(3) The examination papers, either completed or unopened in the event the examination is not taken, shall be returned by the volunteer examiner to the Commission's office at Gettysburg, Pennsylvania within the time prescribed (normally not later than 20 days after the date when the papers are forwarded by the Commission).

[F.R. Doc. 63-9964; Filed, Sept. 17, 1963; 8:47 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Montezuma National Wildlife Refuge, New York

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas. NEW YORK

MONTEZUMA NATIONAL WILDLIFE REFUGE

Public hunting of big game on the Montezuma National Wildlife Refuge, New York, is permitted only on the area designated by signs as open to hunting. This open area, comprising 6,700 acres or 90 percent of the total area of the refuge, is delineated on a map available at the refuge headquarters, Seneca Falls, New York, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 59 Temple Place, Boston 11, Massachusetts. Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: White-tailed deer.

(b) Open season: Saturday, November 9, 1963, from 7:00 a.m. until 5:00 p.m.

(c) Daily bag limits: One deer of either sex.

(d) Methods of hunting: Bows and arrows only.

(e) Other provisions:

(1) The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

(2) A Federal permit is required to enter the public hunting area. Such permits may be obtained by applying in person at the refuge headquarters on the day of the hunt.

(3) The provisions of this special regulation are effective to November 10, 1963.

EUGENE E. CRAWFORD,
Acting Regional Director, Bureau
of Sport Fisheries and Wildlife.

SEPTEMBER 10, 1963.

[F.R. Doc. 63-9929; Filed, Sept. 17, 1963; 8:45 a.m.]

Title 46—SHIPPING**Chapter I—Coast Guard, Department of the Treasury****SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN**

[CGFR 63-46]

PART 10—LICENSING OF OFFICERS AND MOTORBOAT OPERATORS AND REGISTRATION OF STAFF OFFICERS**Subpart 10.05—Professional Requirements for Deck Officer's Licenses (Inspected Vessels)****MAINE MARITIME ACADEMY, CASTINE, MAINE; COURSE AS "RADAR OBSERVER"; NOTICE OF APPROVAL**

The course of instruction in the proper operation and utilization of marine radar equipment given by the Maine Maritime Academy, Castine, Maine, was reviewed after receipt of a letter dated June 19, 1963, from the Superintendent of the Maine Maritime Academy. It was also requested that the Coast Guard accept the certificates issued to those deck cadets who on or after July 2, 1963, suc-

cessfully completed such a course of instruction.

The regulation designated 46 CFR 10.05-46(d) (5) is added by this document in order to inform all persons concerned that the course of instruction in the proper operation and utilization of marine radar equipment is approved as given at the Maine Maritime Academy, Castine, Maine. The holders of Maine Maritime Academy's certificates, which attest to the successful completion on or after July 2, 1963, of the course of instruction in the proper operation and utilization of marine radar equipment, may present such certificates as evidence of qualifications as "radar observer" and be exempt from taking the examination specified in 46 CFR 10.05-46(b).

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120 dated July 31, 1950 (15 F.R. 6521), 167-14 dated November 26, 1954 (19 F.R. 8026), 167-20 dated June 18, 1956 (21 F.R. 4894), and CGFR 56-28 dated July 24, 1956 (21 F.R. 5659), to promulgate regulations in accordance with the statutes cited with the regulation below, the following amendment designated § 10.05-46(d) (5) is prescribed and shall become effective upon the date set forth therein:

§ 10.05-46 Radar observer.

(d) * * *

(5) The course of instruction in the proper operation and utilization of marine radar equipment is approved as given at the Maine Maritime Academy, Castine, Maine. This approval shall be effective for all certificates issued to the deck cadets of the Maine Maritime Academy which attest to the successful completion of the course of instruction in the proper operation and utilization of marine radar equipment on or after July 2, 1963, and will continue in effect until this approval is suspended, canceled, or modified by the proper authority.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4417a, as amended, 4426, as amended, 4438, as amended, 4439, as amended, 4442, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, Stat. 347, as amended, sec. 2, 68 Stat. 484, sec. 3, 70 Stat. 152; 46 U.S.C. 391a, 404, 224, 226, 214, 367, 1333, 239b, 390b, 50 U.S.C. 198)

Dated: September 3, 1963.

[SEAL]

E. J. ROLAND,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 63-9966; Filed, Sept. 17, 1963;
8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 53]

CARCASS BEEF

Proposed United States Standards for Grades

Notice is hereby given in accordance with section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that the Department of Agriculture is considering revising the official United States standards for grades of carcass beef under sections 203 and 205 of the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1622, 1624).

Statement of considerations. For more than 10 years the Department of Agriculture has conducted extensive studies which have resulted in the accrual of detailed data regarding the measurement, evaluation, and cutting yields of beef carcasses. The results reveal wide variations in cutability among beef carcasses as measured by percent of carcass weight in boneless, closely trimmed retail cuts from the round, loin, rib, and chuck. The overall variation between carcasses in yields from these cuts amounted to more than 21 percent of carcass weight. Within the choice grade alone, such yields ranged from 40.6 to 55 percent of carcass weight. As a result of these differences in cutability, differences in retail sales value of \$10 to \$12 per hundredweight among carcasses with the same quality of lean are not unusual—differences of \$5 per hundredweight are common.

The studies by the Department of Agriculture show conclusively that differences in fatness and muscling are the primary factors affecting the cutability of beef carcasses. Certain measures of these factors may be used to estimate accurately and practicably the yield of retail cuts. Carcass fatness is the most important factor affecting cutability and under the present standards it is not considered in determining grade.

Another finding of the studies of the Department of Agriculture has established that differences in cutability can be recognized satisfactorily in live cattle. Thus, value differences due to differences in cutability could be reflected in trading on carcasses and cattle.

A previous proposal, published in the *FEDERAL REGISTER* on April 13, 1962 (27 F.R. 3557) provided for separate grade identifications for differences in quality and in cutability of beef carcasses. That proposal is not being adopted and is no longer under consideration. However, experience gained during the 1-year trial period in connection with that proposal demonstrated that grading for differences in cutability or yield of salable meat could be performed accurately and efficiently by Federal meat graders.

Furthermore, it was shown that identification of cutability could be used on a commercial basis to facilitate the appropriate reflection of retail value of beef carcasses back through the marketing channel to the producer. Comments received by the Department of Agriculture during the trial period on the proposal indicated strong support for the identification of beef carcasses in accordance with their yield of retail cuts but indicated considerable opposition to the omission of conformation in determining the quality grade.

The proposed revision of the standards outlined herein retains the present grading system, which is based on evaluation of differences in quality and conformation, and adds an identification of differences in yield of salable meat. This proposal would comply with the recommendations of most of those who objected to provisions of the April 1962 proposal and would strengthen the grade standards in those areas in which they are presently deficient. It is proposed to revise the official United States standards for grades of carcass beef appearing in 7 CFR Part 53 by making the following changes:

1. Section 53.102 would be revised to read as follows:

§ 53.102 Application of standards for grades of carcass beef.

(a) The grade of a beef carcass is based on separate evaluations of two general considerations: (1) Palatability-indicating characteristics of the lean and conformation, herein referred to as "quality" and (2) the percent of trimmed retail cuts to be derived from the carcass, herein referred to as "cutability." The grade of a carcass consists of an evaluation for both considerations. In previous grade standards for beef and in the standards for grades of other kinds of meat, the Department uses the term "quality" to refer only to the palatability-indicating characteristics of the lean without reference to conformation. Its use herein to include consideration of conformation is not intended to imply that variations in conformation are either directly or indirectly related to differences in palatability.

(b) The grade standards are written so that the quality and cutability standards are contained in separate sections. The quality section is divided further into three separate sections applicable to carcasses from (1) steers, heifers, and cows, (2) bulls, and (3) stags. There are five cutability groups applicable to all classes of beef denoted by numbers 1 through 5, with cutability group 1 representing the highest degree of cutability. Right quality designations—Prime, Choice, Good, Standard, Commercial, Utility, Cutter, and Canner—are applicable to steer, heifer, and cow carcasses except that cow carcasses are not eligible for Prime. The quality designations for bull and stag beef are Choice,

Good, Commercial, Utility, Cutter, and Canner.

(c) The standards provide for the grading and stamping of beef from steers, heifers, and cows according to its characteristics as beef without sex identification. Such beef placed within each respective grade, therefore, shall possess the characteristics specified for that grade, irrespective of the sex of the animal from which it was derived. Beef produced from bulls and stags shall be graded according to its characteristics as bull beef and as stag beef in accordance with the standards. When graded and identified according to grade, such beef shall be identified also for class as "Bull" beef or "Stag" beef, as the case may be. The designated grades of bull beef or stag beef herein are not necessarily comparable in quality with a similarly designated grade of beef derived from steers, heifers, or cows. Neither is the quality in a designated grade of bull beef comparable with a similarly designated quality of stag beef.

(d) The Department uses photographs and other objective aids in the correct interpretation and application of the standards.

(e) The cutability standards apply only to carcass beef. The standards for quality are defined primarily in terms of carcass beef but they are applicable also for determining the grade of the major wholesale cuts—forequarters, hindquarters, rounds, loins, ribs, and chucks. Until such time as cutability standards for these wholesale cuts are developed and adopted by the Department, their grade will consist of the quality designation only.

(f) To determine the grade of a carcass, it must be split down the back into two sides and one side must be partially separated into a hindquarter and forequarter by sawing and cutting it, insofar as practicable, as follows: A saw cut perpendicular to both the long axis and split surface of the vertebral column is made across the 12th thoracic vertebra at a point which leaves not more than one-half of this vertebra on the hindquarter. The knife cut across the rib eye muscle starts—or terminates—opposite the above-described saw cut. From that point it extends across the rib eye muscle perpendicular to the outside skin surface of the carcass at an angle toward the hindquarter which is slightly greater (more nearly horizontal) than the angle made by the posterior edge of the 12th rib with the vertebral column of the hindquarter. As a result of this cut, the outer end of the cut surface of the rib eye muscle is closer to the 12th rib than is the end next to the chine bone. Beyond the rib eye, the knife cut shall continue between the 12th and 13th ribs at least to the costal cartilage of the 13th rib. The knife cut may be made prior to or following the saw cut.

(g) Correct determination of cutability is dependent upon the above-de-

scribed method of ribbing. Other methods of ribbing, beveling the fat over the rib eye, application of pressure, or other similar influences which alter the area of the rib eye or distort the thickness of fat over the rib eye prevent an accurate cutability determination. Therefore, carcasses subjected to such influences will not be eligible for grading. Also, carcasses with more than minor amounts of lean removed from the major sections of the round, loin, rib, or chuck will not be eligible for a grade determination.

(h) Carcasses qualifying for any particular grade may vary with respect to their relative development of the various grade factors, and there will be carcasses which qualify for a particular grade, some of whose characteristics may be more nearly typical of another grade. Because it is impractical to describe the nearly limitless numbers of such recognizable combinations of characteristics, the standards for each grade describe only beef which has a relatively similar degree of development of the various factors affecting its quality and cutability. The quality standards describe beef which is generally representative of the midpoint of each quality group; however, a few minimum requirements also are included in some of the specifications. Carcasses described in each of the cutability groups are representative of the lower limits of cutability in each group.

(i) Beef includes meat from animals that vary widely with respect to maturity. Some of the quality groups differ with respect to the maximum maturity permitted. For most quality groups two separate requirements for certain of the factors have been specified, depending upon evidences of the maturity attained by the animals from which the beef was produced. Advancing maturity is associated with a general decline in thickness of muscling, increased roughness and irregularity in conformation, and the gradual ossification of bones and cartilages most easily noted in the split chine bones. Within any specified quality group the degree of marbling required increases progressively with advancing maturity.

(j) The cutability group of a beef carcass is determined by considering four characteristics: (1) The amount of external fat, (2) the amount of kidney, pelvic, and heart fat, (3) the area of the rib eye muscle, and (4) the carcass weight.

(k) The amount of external fat on a carcass is evaluated in terms of the thickness of this fat over the rib eye muscle measured perpendicular to the outside surface at a point three-fourths of the length of the rib eye from its chine bone end. This measurement may be adjusted, as necessary, to reflect unusual amounts of fat on other parts of the carcass. In determining the amount of this adjustment, if any, particular attention is given to the amount of fat in such areas as the brisket, plate, flank, cod, or udder, inside round, rump, and hips in relation to the actual thickness of fat over the rib eye. Thus, in a carcass which is fatter over other areas than is indicated by the fat measurement over the rib eye, the measurement is adjusted

upward. Conversely, in a carcass which has less fat over the other areas than is indicated by the fat measurement over the rib eye, the measurement is adjusted downward. In many carcasses no such adjustment is necessary; however, an adjustment in the thickness of fat measurement of one-tenth or two-tenths of an inch is not uncommon. In some carcasses a greater adjustment may be necessary. As the amount of external fat increases, the percent of retail cuts decreases—each one-tenth inch change in adjusted fat thickness over the rib eye changes the cutability group by 25 percent of a cutability group.

(l) The amount of kidney, pelvic, and heart fat considered in determining the cutability group includes the kidney knob (kidney and surrounding fat), the lumbar and pelvic fat in the loin and round, and the heart fat in the chuck and brisket area which are removed in making closely trimmed retail cuts. The amount of these fats is evaluated subjectively and expressed as a percent of the carcass weight. As the amount of kidney, pelvic, and heart fat increases, the percent of retail cuts decreases—a change of 1 percent of the carcass weight in these fats changes the cutability group by 20 percent of a cutability group.

(m) The area of the rib eye is determined where this muscle is exposed by ribbing. This area usually is estimated subjectively; however, it may be measured. Area of rib eye measurements may be made by means of a grid calibrated in tenths of a square inch or by other devices designated by the Department. An increase in the area of rib eye increases the percent of retail cuts—a change of one square inch in area of rib eye changes the cutability group by approximately 30 percent of a cutability group.

(n) Hot carcass weight (or chilled carcass weight x 102 percent) is used in determining the cutability group. As carcass weight increases, the percent of retail cuts decreases—a change of 100 pounds in hot carcass weight changes the cutability group by approximately 40 percent of a cutability group.

(o) The standards include a mathematical equation for determining cutability group. This group is expressed as a whole number; any fractional part of a designation is always dropped. For example, if the computation results in a designation of 3.9, the final cutability group is 3—it is not rounded to 4.

(p) The cutability standards for each of the first four cutability groups list characteristics of two carcasses of two different weights together with descriptions of the usual fat deposition pattern on various areas of the carcass. These descriptions are not specific requirements—they are included only as illustrations of carcasses which are near the borderlines between groups. For example, the characteristics listed for cutability group 1 represent carcasses which are near the borderline of cutability groups 1 and 2. These descriptions facilitate the subjective determination of the cutability group without making detailed measurements and computations. The cutability group for most beef car-

casses can be determined accurately on the basis of a visual appraisal.

2. Section 53.103 in the present standards would be deleted. The specifications contained in §§ 53.104, 53.105, and 53.106 in the present standards would be revised and combined in a new § 53.103 to read as follows:

§ 53.103 Specifications for official United States standards for grades of carcass beef.

(a) *Quality*—(1) *Steer, heifer, and cow carcasses*—(i) *Prime*. (a) Prime grade beef carcasses and wholesale cuts are blocky and compact and very thickly fleshed throughout. Loins and ribs are thick and full. The rounds are plump and the plumpness extends well down toward the hocks. The chucks are thick and the necks and shanks short. The cut surface of the rib eye muscle is firm and has a smooth, velvety appearance. It has abundant marbling and the marbling is extensive, especially in the heavier carcasses. The color may range from a pale red to a deep blood red but shall be uniform and bright. The chine bones are usually soft and red, terminating in soft, pearly white cartilages.

(b) Carcasses showing evidence of maximum maturity permitted in the Prime grade have chine bones tinged with white and cartilages on the end of the chine bones are slightly ossified. Carcasses must also be symmetrical and uniform in contour and the rib eye muscle must be fine in texture.

(c) Regardless of the extent to which other grade factors may exceed the minimum requirements for the grade, a carcass must have certain evidences of quality to be eligible for the Prime grade. The cut surface of the muscle must be firm, fine in texture, and bright in color. Slightly abundant marbling must be evident in the rib eye muscle of carcasses with soft, red chine bones terminating in soft pearly white cartilages. Progressively more marbling is required in carcasses with evidences of more advanced maturity. Carcasses which are only moderately compact and blocky with only moderately plump rounds and moderately thick fleshing may meet the minimum requirements for the Prime grade provided they have evidences of quality equivalent to the midpoint of the Prime grade.

(d) Only beef produced from steers and heifers will qualify for the Prime grade.

(ii) *Choice*. (a) Choice grade beef carcasses and wholesale cuts are moderately blocky and compact and moderately thick-fleshed throughout. Loins and ribs are moderately thick and full and the rounds are moderately plump. The chucks are moderately thick and the necks and shanks are moderately short. Characteristics of the cut surface of the rib eye muscle will vary, depending on evidences of the maturity attained by the animal from which it was produced. In carcasses whose chine bones are soft and red and which terminate in soft, pearly white cartilages, the rib eye has a moderate amount of marbling and is usually slightly soft but fine in texture. In carcasses whose chine bones are tinged with white and which terminate in carti-

lages in which some ossification is evident, the rib eye has moderately abundant marbling and is usually moderately firm and fine in texture. The color of the muscle usually ranges from a light red to slightly dark red. It is usually uniform and bright in color but may be slightly two-toned or slightly shady.

(b) Carcasses showing evidences of maximum maturity permitted in the Choice grade have chine bones which are tinged with white and cartilages on the end of the chine bones which are partially ossified. However, the carcasses must also be at least moderately symmetrical and uniform in contour and the rib eye muscle must be fine in texture.

(c) Regardless of the extent to which other grade factors may exceed the minimum requirements for the grade, carcasses whose flesh is moderately soft and slightly watery are not eligible for the Choice grade. The minimum marbling permitted will vary from a small amount in very red-boned, lightweight carcasses to a moderate amount in carcasses approaching the maximum maturity permitted. Carcasses which are slightly compact and blocky and with slightly plump rounds and slightly thick fleshing may meet the minimum requirements for the grade provided they have evidences of quality equivalent to the midpoint of the Choice grade.

(d) Beef produced from steers, heifers, and young cows may qualify for the Choice grade.

(iii) *Good.* (a) Good grade beef carcasses and wholesale cuts are slightly compact and blocky in conformation and the fleshing tends to be slightly thick throughout. Loins and ribs are slightly full and the rounds are only slightly plump. Chucks are slightly thick and full and the necks and shanks tend to be slightly long and thin. Characteristics of the cut surface of the rib eye muscle will vary depending on evidences of maturity attained by the animal from which it was produced. In carcasses whose chine bones are soft and red and terminate in soft, pearly white cartilages the rib eye has a slight amount of marbling and is usually moderately soft but fine in texture. Carcasses whose chine bones are tinged with white and terminate in cartilages in which some ossification is evident will have a modest amount of marbling and the muscle is usually slightly soft but moderately fine in texture. The muscle will usually vary from a light red to a slightly dark red in color but may be slightly two-toned or slightly shady.

(b) Carcasses showing evidence of maximum maturity permitted in the Good grade may have chine bones tinged with white and the cartilages on the end of the chine bones may be moderately ossified. Carcasses must also be at least moderately symmetrical and uniform in contour and the rib eye muscle must be at least moderately fine in texture.

(c) Red-boned, lightweight carcasses which have traces of marbling may meet the minimum requirements for Good provided they have conformation equivalent to at least the midpoint of the grade. However, carcasses which show similar evidences of maturity but which

are slightly rangy and angular are required to show a slight amount of marbling. Carcasses near the maximum limit for maturity with conformation equivalent to at least the midpoint of this grade may qualify for Good with a small amount of marbling whereas carcasses which show similar evidences of maturity and which are slightly rangy and angular are required to have a modest amount of marbling.

(iv) *Standard.* (a) Standard grade beef carcasses and wholesale cuts are rangy, angular, and slightly thin fleshed throughout. Loins and ribs tend to be flat and are slightly thin fleshed. The rounds are moderately flat and tapering. Chucks are slightly flat and thinly fleshed. Characteristics of the cut surface of the rib eye muscle will vary depending on the evidences of maturity attained by the animal from which it was produced. In carcasses whose chine bones are soft and red and terminate in soft, pearly white cartilages, the rib eye muscle is somewhat soft and watery but fine in texture and will be practically devoid of marbling. In carcasses whose chine bones are tinged with white and terminate in cartilages in which some ossification is evident, the rib eye muscle is moderately soft and moderately fine in texture and has a slight amount of marbling. The lean usually will vary from light red to slightly dark red in color but may be slightly two-toned or shady.

(b) Carcasses showing evidence of maximum maturity permitted in the Standard grade may have chine bones tinged with white and the cartilages on the ends of the chine bones may be moderately ossified. Carcasses must also be at least moderately symmetrical and uniform in contour and the rib eye muscle must be at least moderately fine in texture.

(c) Young, red-boned, lightweight carcasses with conformation equivalent to at least the midpoint of the grade as defined above may be devoid of marbling and qualify for the Standard grade. However, carcasses which show similar evidences of maturity but which have conformation equivalent to the upper third of the Utility grade are practically devoid of marbling. Carcasses near the maximum limit for maturity with conformation equivalent to at least the midpoint of the grade as defined above may qualify for the Standard grade with traces of marbling; however, carcasses with similar evidences of maturity but having conformation equivalent to the upper third of the Utility grade are required to have a slight amount of marbling.

(v) *Commercial.* (a) Commercial grade beef carcasses and wholesale cuts are restricted to those with evidences of more advanced maturity than is permitted in the Good and Standard grades. Such carcasses are slightly thick fleshed but rather rough and irregular in contour. Rounds are slightly flat and tapering. Loins are moderately wide but slightly sunken and the hips are rather prominent. Ribs tend to be slightly thick and full. Chucks are slightly thin and plates and briskets are wide and

"spready." The necks and shanks are slightly long and thin. In carcasses which only slightly exceed the minimum maturity permitted the cut surface of the rib eye muscle will be moderately firm and slightly coarse in texture and will have a moderate amount of marbling. In carcasses that have hard, white chine bones that terminate in nearly completely ossified cartilages the rib eye muscle will be firm but coarse in texture and the marbling will be moderately abundant but also rather coarse and prominent. The lean will usually vary from slightly dark red to dark red in color but may be two-toned or shady.

(b) Regardless of the extent to which other grade factors may exceed the minimum requirements for the grade, carcasses which only slightly exceed the minimum maturity permitted are required to have a small amount of marbling and carcasses whose chine bones are hard and white and terminate in nearly completely ossified cartilages are required to have at least a moderate amount of marbling. Carcasses which only slightly exceed the minimum maturity permitted and which are slightly thin fleshed and rather rangy and angular may meet the minimum requirements for the grade provided they have a modest amount of marbling and carcasses with similar conformation which have hard, white chine bones that terminate in nearly completely ossified cartilages may meet the minimum requirements for the grade provided they have slightly abundant marbling.

(vi) *Utility.* (a) Utility grade beef carcasses and wholesale cuts may be decidedly rangy, angular, and irregular in conformation. The fleshing is usually thin. The loins and ribs are flat and thinly fleshed. The rounds are long, flat, and tapering. The chucks are flat and thinly fleshed. The necks and shanks are long and tapering. The hip and shoulder joints are prominent. The cut surface of the lean muscle is usually soft and watery in the beef produced from younger cattle but in that produced from more mature cattle it is usually fairly firm but coarse. The beef in this grade will show practically no marbling except in that produced from aged cattle, which may show a little marbling in the thicker cuts. The color may be two-toned or shady and usually ranges from light red to very dark red. The bone is usually hard and white.

(b) The Utility grade of beef may be produced from steers, heifers, and cows.

(vii) *Cutter.* (a) Cutter grade beef carcasses and wholesale cuts may be very rangy, angular, and irregular in conformation and very thinly fleshed throughout. The loins and ribs are very flat, thin, and shallow. The rounds are very long, flat, and tapering. The chucks are very flat, thin, and shallow. The necks and shanks are very long and tapering. The hip and shoulder joints are very prominent. The cut surface of the lean muscle shows no marbling, is coarse, and is usually soft and watery. The color may be two-toned or shady and usually ranges from slightly dark red to very dark red. The bone is usually hard and white.

(b) The Cutter grade of beef may be produced from steers, heifers, and cows. That produced from cows constitutes a relatively large percentage of the beef eligible for this grade.

(viii) *Canner.* (a) Canner grade beef carcasses and wholesale cuts shall be extremely rangy, angular, and irregular in conformation and extremely thinly fleshed throughout. All cuts are extremely thinly fleshed. Loins and ribs are extremely thin, flat, and shallow. The rounds are very long, flat, and tapering, and the chucks are extremely thin, flat, and shallow. The necks and shanks are extremely long and the hips and shoulder joints are extremely tapering. The outside surface usually has a very dark appearance. The cut surface of the lean muscle is usually coarse and is soft and watery in appearance. It shows no marbling. The color may be two-toned or shady and usually ranges from moderately dark red to extremely dark red or brownish black. The bones are nearly always hard and white.

(b) A very large percentage of the beef of the Canner grade is produced from mature cows that are somewhat advanced in age.

(2) *Bull carcasses*—(i) *Choice.* Choice grade bull beef carcasses have excellent quality and conformation for the class. Rounds, chucks, and necks are thick and are very heavily muscled. Loins and ribs are broad but tend to shallowness and are relatively small in proportion to the rest of the carcass. The exterior and interior fats are somewhat lacking in firmness and brittleness. Usually such carcasses are derived from young, well-fed bulls, although sometimes carcasses of older bulls meet the requirements of this grade. The flesh generally is medium dark red in color, firm but comparatively dry.

(ii) *Good.* Good grade bull beef carcasses have good quality, finish, and conformation for the class. Rounds, chucks, and necks are thick and heavily muscled. Loins and ribs are relatively small in proportion to the rest of the carcass and are somewhat flat. The general outline is somewhat rough and irregular. All fats are somewhat soft and may be slightly oily. Flesh generally is medium dark red in color, moderately firm, and dry.

(iii) *Commercial.* Commercial grade bull beef carcasses possess average quality, finish, and conformation for the class. Rounds, chucks, and necks are thick and full. Loins are relatively thin and flat or sunken. Ribs are moderately thin. The flesh is moderately firm, but usually very dry. Its color varies from dark red to light brown.

(iv) *Utility.* Utility grade bull beef carcasses, although fairly well developed in the rounds and chucks, are deficient in these respects as compared with the higher grades. Such carcasses generally are rough in conformation. Loins are very thin or sunken and ribs are flat and thin. The flesh is dry and very dark.

(v) *Cutter.* Cutter grade bull beef carcasses have poor quality and conformation with practically no visible finish. The general outlines are very uneven. Loins and ribs are very flat and

thin. Hip and shoulder bones and ribs are very prominent. Flesh, though relatively dry, is inclined to be soft. Its color is dark red to light brown.

(vi) *Canner.* Canner grade bull beef carcasses have extremely poor quality and conformation. Carcasses of this grade are extremely thin in all parts. Rounds and chucks are thin; loins and ribs are very thin and flat or sunken. There are no exterior or interior fats. Flesh is soft and dark.

(3) *Stag carcasses*—(i) *Choice.* Choice grade stag beef carcasses have excellent quality, finish, and conformation for the class. Rounds are thick, full, and bulging. Loins and ribs are moderately thick, and chucks are thick and heavily fleshed. Necks are moderately short and thick. Flesh is firm and fine grained for the class and shows some intermixture of fat along the muscle seams. Its color varies from medium to dark red.

(ii) *Good.* Good grade stag beef carcasses have good quality, finish, and conformation for the class. Rounds are moderately thick and full; loins and ribs are fairly well proportioned and have moderate depth of flesh. Chucks are thick and necks are moderately thick and short. The flesh is firm, moderately fine grained, and varies from medium to dark red in color.

(iii) *Commercial.* Commercial grade stag beef carcasses have fair quality, finish, and conformation. Rounds, although somewhat full and thick, are inclined to be tapering. Loins are flat and ribs are somewhat thin. Chucks are broad and relatively thin. The flesh is usually slightly soft and moist. Its color varies from medium to dark red.

(iv) *Utility.* Utility grade stag beef carcasses have poor quality, finish, and conformation. Rounds are thin and tapering. Loins are thin, flat, or slightly sunken. Ribs are thin and chucks are broad and thin. Flesh is soft, moist, and dark colored.

(v) *Cutter.* Cutter grade stag beef carcasses are decidedly deficient in quality, finish, and conformation. Rounds are thin, long, and tapering. Loins are very flat or sunken, and ribs are flat and very thin. Chucks and plates are broad and thin. All bones are prominent because of deficient flesh and fat covering. The flesh is soft, watery, and dark colored. This grade is seldom found on the market.

(vi) *Canner.* Canner grade stag beef carcasses are extremely deficient in quality, finish, and conformation. All bones are very prominent. Rounds are extremely thin and sharply tapering. Loins are also extremely thin and dished or sunken. Ribs, chucks, and plates are very thin. The flesh is dark, soft, and watery. This grade is rarely found on the market.

(vii) *Cutability.* (a) The cutability group of a beef carcass is determined on the basis of the following equation:

Cutability group = $2.80 + (2.50 \times \text{adjusted fat thickness, inches}) + (0.20 \times \text{percent kidney, pelvic, and heart fat}) + (0.0038 \times \text{hot carcass weight, pounds}) - (0.32 \times \text{area of rib eye, square inches})$

(b) The following descriptions provide a guide to the characteristics of carcasses in each cutability group to aid in determining cutability group subjectively.

(viii) *Cutability Group 1.* (a) A carcass in cutability group 1 usually has only a thin layer of external fat over the ribs, loins, rumps, and clods and slight deposits of fat in the flanks and cod or udder. There is usually a very thin layer of fat over the outside of the rounds and over the tops of the shoulders and necks. Muscles are usually visible through the fat in many areas of the carcass.

(b) A 500-pound carcass of this group which is near the borderline of cutability groups 1 and 2 might have two-tenths inch of fat over the rib eye, 11.5 square inches of rib eye, and 2 percent of its weight in kidney, pelvic, and heart fat.

(c) An 800-pound carcass of this group which is near the borderline of cutability groups 1 and 2 might have three-tenths inch of fat over the rib eye, 16.0 square inches of rib eye, and 2 percent of its weight in kidney, pelvic, and heart fat.

(ix) *Cutability Group 2.* (a) A carcass in cutability group 2 usually is nearly completely covered with fat but the lean is plainly visible through the fat over the outside of the rounds, the tops of the shoulders, and the necks. There usually is a slightly thin layer of fat over the loins, ribs, and inside rounds and the fat over the rumps, hips, and clods usually is slightly thick. There usually are small deposits of fat in the flanks and cod or udder.

(b) A 500-pound carcass of this group which is near the borderline of cutability groups 2 and 3 might have four-tenths inch of fat over the rib eye, 10.5 square inches of rib eye, and 3 percent of its weight in kidney, pelvic, and heart fat.

(c) An 800-pound carcass of this group which is near the borderline of cutability groups 2 and 3 might have one-half inch of fat over the rib eye, 15.0 square inches of rib eye, and 3 percent of its weight in kidney, pelvic, and heart fat.

(x) *Cutability Group 3.* (a) A carcass in cutability group 3 usually is completely covered with fat and the lean usually is visible through the fat only on the necks and the lower part of the outside of the rounds. There usually is a slightly thick layer of fat over the loins, ribs, and inside rounds and the fat over the rumps, hips, and clods usually is moderately thick. There usually are slightly large deposits of fat in the flanks and cod or udder.

(b) A 500-pound carcass of this group which is near the borderline of cutability groups 3 and 4 might have six-tenths inch of fat over the rib eye, 9.5 square inches of rib eye, and 4 percent of its weight in kidney, pelvic, and heart fat.

(c) An 800-pound carcass of this group which is near the borderline of cutability groups 3 and 4 might have seven-tenths inch of fat over the rib eye, 14.0 square inches of rib eye, and 4 percent of its weight in kidney, pelvic, and heart fat.

(xi) *Cutability Group 4.* (a) A carcass in cutability group 4 usually is completely covered with fat. The only muscles usually visible are those on the shanks and over the outside of the plates and flanks. There usually is a moderately thick layer of fat over the loins, ribs, and inside rounds and the fat over the rumps, hips, and clods usually is thick. There usually are large deposits of fat in the flanks and cod or udder.

(b) A 500-pound carcass of this group which is near the borderline of cutability groups 4 and 5 might have nine-tenths inch of fat over the rib eye, 9.0 square inches of rib eye, and $4\frac{1}{2}$ percent of its carcass weight in kidney, pelvic, and heart fat.

(c) An 800-pound carcass of this group which is near the borderline of cutability groups 4 and 5 might have one inch of fat over the rib eye, 13.5 square inches of rib eye, and $4\frac{1}{2}$ percent of its weight in kidney, pelvic, and heart fat.

(xii) *Cutability Group 5.* A carcass in cutability group 5 usually has more fat on all of the various parts, a smaller area of rib eye, and more kidney, pelvic, and heart fat than a carcass in cutability group 4.

Any person who desires to submit written data, views, or arguments concerning the proposals set forth above may do so by filing them with the Director of the Livestock Division, Agricultural Marketing Service, United States Department of Agriculture, Washington, D.C., 20250, within 60 days after the date of publication of this notice in the FEDERAL REGISTER.

Done at Washington, D.C., this 13th day of September 1963.

G. R. GRANGE,
Deputy Administrator,
Agricultural Marketing Service.

[F.R. Doc. 63-9967; Filed, Sept. 17, 1963;
8:47 a.m.]

[7 CFR Part 1126]

[Docket No. AO-231-A22]

MILK IN NORTH TEXAS MARKETING AREA

Notice of Recommended Decision and Opportunity To File Written Exceptions on Proposed Amendments to Tentative Marketing Agreement and to Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the filing with the Hearing Clerk of this recommended decision with respect to proposed amendments to the tentative marketing agreement and order regulating the handling of milk in the North Texas marketing area. Interested parties may file written exceptions to this decision with the Hearing Clerk, United States Department of Agriculture,

Washington, D.C., 20250, not later than the close of business the 3d day after publication of this decision in the FEDERAL REGISTER. The exceptions should be filed in quadruplicate.

Preliminary statement. The hearing on the record of which the proposed amendment, as hereinafter set forth, to the tentative marketing agreement and to the order as amended, was formulated, was conducted at Dallas, Texas, on August 14-15, 1963, pursuant to notice thereof which was issued July 30, 1963 (28 F.R. 7911).

The material issues on the record of the hearing relate to:

1. Revision in the level of Class I price; and

2. An increase in the Class II price at pool distributing plants located in Dallas and Tarrant Counties, Texas.

This decision pertains only to issue No. 1. Decision on issue No. 2 is reserved for later determination.

Findings and conclusions. The following findings and conclusions on the material issues are based on evidence presented at the hearing and the record thereof:

The Class I price under the North Texas order should be increased by 10 cents for each of the months of October 1963 through March 1964. Since the Class I price in Austin, Waco, Central West Texas, Corpus Christi, Lubbock-Plainview, and San Antonio orders are determined on the basis of the North Texas Class I price plus appropriate differentials to reflect transportation cost between markets, the increase in the North Texas price will also provide a 10-cent price increase in each of these markets.

The North Texas Class I price is determined by adding to the basic formula price (Minnesota-Wisconsin price series) for the preceding month a differential of \$1.85 during the months of March through June and a differential of \$2.25 for all other months, plus or minus a supply-demand adjustment factor not to exceed 50 cents. The present supply-demand adjustment mechanism is based on a standard utilization percentage of 118 percent and was incorporated in the order effective December 1, 1961. The amount of the adjustment is derived by comparison of the actual utilization percentage in specified periods with the standard utilization percentage (after adjustment by the seasonal ratio). The sum of the deviations for the current and preceding pricing months, with adjustments for deviations in the opposite direction, provide the basis for the price adjustment; i.e., each percentage deviation provides a one-cent price adjustment.

The North Texas Producers Association, with the support of the Central West Texas Producers Association, the Mid-Tex Milk Producers Association, The Producers Association of San Antonio, and The Coastal Bend Milk Producers Association proposed an increase in the standard utilization percentage of the supply-demand adjustment mechanism from 118 to 122 percent or in the alternative an emergency increase in the Class I price. It was proponents'

position that a milk supply of 118 percent of Class I sales is insufficient to meet the demands of the Texas markets and accordingly the standard utilization percentage should be increased to 122 percent, the minimum level of supply needed to meet the demands of the several markets.

In support of their position proponents pointed to the market experience during the months of October 1962 through February 1963 when supplies averaged 117 percent of Class I sales and were as low as 114 percent (November 1962, January 1963). During this period substantial imports of milk were required from distant sources at a cost considerably above the order Class I prices. Because of the severe winter of 1962-63 and the general drought conditions which have persisted in the production areas during the spring and summer of 1963, proponents contend that supplies will be at a critical level throughout the present fall and winter months and request immediate price relief to encourage needed milk production.

The present supply-demand adjustment mechanism, made effective December 1961, provided a 32-cent downward price adjustment through April 1962. In subsequent months the amount of the adjustment has steadily decreased in response to decreasing production and increasing Class I sales and in September 1963 would have been only 4 cents.

Production of milk for the five Texas markets, compared to the same month of the previous year, began to decrease in September 1962. Although this decreased production averaged only 0.5 million pounds during the last four months of 1962, it advanced to a monthly average of about 3 million pounds during the first six months of 1963 and was about 6 million pounds in July 1963. Class I sales have continued to increase during this period of decreasing supplies. During the last four months of 1962, Class I sales increased an average of about 3 million pounds over the same months of the previous year. This trend has been maintained during the first six months of 1963. In July 1963 Class I sales were 7 million pounds over the previous July.

On two recent occasions the Secretary has suspended the action of the supply-demand adjuster in view of the effect of adverse weather conditions on production conditions in the production areas for the five Texas markets and the resulting decrease in available supplies of milk. First action was taken on January 30, 1963, when supply-demand adjustments which would have reduced the Class I price 16 cents in each month of February and March 1963, were suspended. Although supplies were adequate to meet Class I requirements in the normal flush production months, of May and June, production at levels of the immediate past years was not reached and a rapid rate of decrease began in July. The Secretary again suspended the supply-demand adjuster on August 28 eliminating an indicated 4-cent price adjustment for September.

It is recognized that the amount of the negative adjustment to the Class I price

resulting from the action of the supply-demand adjuster has steadily decreased since April 1962. It is further recognized that a continuation of the present trend in supply-demand relationship will change the adjustment from a negative to a plus adjustment of the Class I price. Nevertheless, the Texas markets face such a critical short supply situation during the forthcoming fall and winter months that consumers cannot be assured of an adequate supply of milk at the existing minimum order prices.

The present supply situation undoubtedly reflects response to movements in the Class I price level as well as the effect of adverse weather conditions. It is not possible to isolate the effects of price adjustment from the effects of adverse weather. Hence, it is impossible to forecast the probable production response to the recent higher prices resulting from the supply-demand adjustments. Because of the critical feed situation and general pasture conditions, there is little expectation of improvement in supplies until the spring flush. It is apparent over the past year that supplies of milk in these markets have been barely adequate to assure consumers of a sufficient supply of milk. Moreover, it is clear that these markets recently have been getting shorter in supplies. It is concluded, therefore, that a temporary 10-cent Class I price increase should be provided through March 1964. This increase in conjunction with expected price movements through action of the supply-demand adjustment mechanism will tend to offset the mounting costs of purchased feeds and encourage continuing needed production during the winter months.

It cannot be concluded on the basis of this record that the present supply-demand adjustment mechanism does not under normal circumstances result in appropriate adjustments to the Class I price. Nevertheless, if producers desire that the standard utilization percentages be established at 122 rather than the present 118, there is no reason why this cannot be accomplished. However, such an adjustment may not appropriately be the means of permanently increasing the Class I price level. Such a change logically should be considered at some future date when appropriate adjustment may be made in the stated Class I price differentials to offset the effects of such a revision.

Most handlers supported temporary action to increase the Class I price, in view of the abnormal weather conditions and their adverse effects on the production of milk, for either all or certain of the five markets. They recommended the increase in Class I prices be effective for a varying number of months up to March 1964. Handlers supported different methods for increasing Class I prices for the limited period of months which included the action herein recommended, suspending the supply-demand adjustment action for selected markets of the five Texas markets, and suspension of the supply-demand adjustment for the entire five markets.

Individual market price adjustments to reflect the local market supply situation would not accommodate the current situation. Historically, the major producer organization for the North Texas market has made available supplemental supplies of milk for the other Texas markets. Class I prices are presently aligned among the Texas markets on the basis of transportation costs. Adjustment of Class I prices on an individual market basis, as proposed by one handler, would disrupt this alignment of Class I prices to the detriment of the present and historical organization of supplies for these markets. The interrelationship of supplies and sales for the five Texas markets was established in the decision of the Secretary issued on April 29, 1957. It was this decision that instituted the use of the combined supplies and Class I sales for five Texas markets in the computation of the supply-demand adjustment effective as of May 1, 1957. At that time sales competition existed between Central West Texas and Austin-Waco, and North Texas handlers in the respective markets. Other Texas markets were depending on sources in the North Texas market for supplemental supplies. In conclusion it was found that the supply and demand picture in the North Texas market was affected, not only by the bottling requirements of the handlers regulated under the North Texas order, but also by the supply and demand pattern of other Texas markets. There is a continuing interrelationship of Class I sales among the several markets and the North Texas market carries the reserve supplies for these markets. Substantial supplies have continued to move from the North Texas markets to plants in the other markets.

As previously indicated it is expected that the supply-demand adjustment mechanism, in response to the current supply situation, will likely provide increases to the price in the forthcoming months. Suspension of the adjuster would therefore likely have a negative price effect and, hence, could not provide the appropriate incentive to hold production through the winter months.

A Plainview, Texas, handler regulated by the Lubbock-Plainview order opposed any revision of the North Texas Class I price which would result in an increase in the Class I price under such order. In support of his position this handler cited his interrelationship with the Texas Panhandle market in both sales and procurement. Essentially his testimony in this regard was similar to that which he gave at the Lubbock-Plainview promulgation having held in Lubbock on June 6-10, 1961. Official notice is taken of the Secretary's decision of May 3, 1962 on the matter of an order to regulate the handling of milk in the Lubbock-Plainview, Texas, marketing area. In fixing the Class I price 10 cents over the North Texas Class I price the Secretary concluded that for the years 1958, 1959, and 1960 such price "would have exceeded the Texas Panhandle price by an average of 15.9 cents, 8.6 cents, and 15.2 cents, respectively."

"Milk under the Texas Panhandle order is priced at Amarillo which lies 124 miles north of Lubbock, while milk under the Central West Texas order is priced at Abilene, 166 miles southeast of Lubbock. Hence, the proposed pricing at Lubbock appropriately reflects the difference in distance between Lubbock and those points."

Official notice is also taken of the Class I price announcement of the market administrator for the Texas Panhandle and Lubbock-Plainview orders, respectively, for the period July 1962 through August 1963. For this period the Lubbock-Plainview Class I price averaged \$5.14 and the Texas Panhandle price averaged \$5.13. Hence, a temporary Class I price increase of 10 cents in the Lubbock-Plainview market will provide a price well within the relationship which the Secretary concluded appropriate in his decision of May 3, 1962.

The Plainview handler also contended that weather conditions being experienced in the Lubbock-Plainview market were not similar to those of the other Texas markets here under consideration. He further contended that local handlers did not rely on the North Texas market for balancing supplies. Notwithstanding, it is desirable that interorder price relationships among the Texas markets be retained. Further, there has been little improvement in the Lubbock-Plainview supply situation since the order was made effective. The market does not carry a sufficient reserve to meet the day to day and month to month variation in receipts and sales but relies on adjacent Federal order markets for supplemental milk.

Rulings on proposed findings and conclusions. Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreement and the order, as hereby proposed, to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect

market supply and demand for milk in the marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in a marketing agreement upon which a hearing has been held.

Recommended marketing agreement and order amending the order. The following order amending the order, as amended, regulating the handling of milk in the North Texas marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out. The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as hereby proposed to be amended:

In paragraph (a) of § 1126.51 the introductory text preceding subparagraph (1) is revised to read as follows:

§ 1126.51 Class prices.

(a) The Class I price shall be the basic formula price for the preceding month (rounded to the nearest one-tenth cent) plus \$1.85 for the months of March through June, and plus \$2.25 for all other months; plus 10 cents for the months of October 1963 through March 1964; and subject to a supply-demand adjustment of not more than 50 cents computed as follows:

Signed at Washington, D.C., on September 16, 1963.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 63-9991; Filed, Sept. 17, 1963;
8:49 a.m.]

**Agricultural Stabilization and
Conservation Service**

[7 CFR Part 724]

TOBACCO

**Notice of Determinations To Be Made
With Respect To Tobacco Marketing
Quotas for 1964-65 Marketing
Year**

Pursuant to the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et seq., hereinafter referred to as the "Act"), the Secretary of Agriculture is preparing to (a) proclaim a national marketing quota for each of the three marketing years beginning October 1, 1964 for fire-cured (type 21) tobacco, fire-cured (types 22, 23 and 24) tobacco, and dark air-cured tobacco, (b) determine and announce the amount of the national marketing quota for the 1964-65 marketing year for each of such

above-named kinds of tobacco, and for burley, flue-cured, Virginia sun-cured, Maryland, cigar-binder (types 51 and 52), and cigar-filler and binder (types 42, 43, 44, 53, 54 and 55) tobacco, (c) apportion the national marketing quota for the 1964-65 marketing year for each of such kinds of tobacco among the several States; and (d) convert the State marketing quotas for the 1964-65 marketing year into State acreage allotments.

The Act (7 U.S.C. 1312(a)) provides that the Secretary shall, not later than December 1 of any marketing year with respect to flue-cured tobacco and not later than February 1 of any marketing year with respect to other kinds of tobacco, proclaim 9 national marketing quotas for any kind of tobacco for each of the next three succeeding marketing years whenever he determines with respect to such kind of tobacco:

(1) That a national marketing quota has not previously been proclaimed and the total supply as of the beginning of such marketing year exceeds the reserve supply level thereof;

(2) That such marketing year is the last year of three consecutive years for which marketing quotas previously proclaimed will be in effect;

(3) That amendments have been made in provisions for establishing farm acreage allotments which will cause material revision of such allotments before the end of the period for which quotas are in effect; or

(4) That a marketing quota previously proclaimed for such marketing year is not in effect because of disapproval by producers: *Provided*, That if such producers have disapproved national marketing quotas for three successive years subsequent to 1952, thereafter a national marketing quota shall not be proclaimed hereunder which would be in effect for any marketing year within the three-year period for which national marketing quotas previously proclaimed were disapproved by producers, unless prior to November 10 of the marketing year one-fourth or more of the farmers engaged in the production of the crop of tobacco harvested in the calendar year in which such marketing year begins petition the Secretary, in accordance with such regulations as he may prescribe, to proclaim a national marketing quota for each of the next three succeeding marketing years.

Subsection 301(b)(15) of the Act (7 U.S.C. 1301(b)(15)), defines "tobacco" as each one of the kinds of tobacco listed below comprising the types specified as classified in Service and Regulatory Announcement Numbered 118 (Part 30 of this title) of the former Bureau of Agricultural Economics of the Department:

Flue-cured tobacco, comprising types 11, 12, 13 and 14;
Fire-cured tobacco, comprising type 21;
Fire-cured tobacco, comprising types 22, 23 and 24;
Dark air-cured tobacco, comprising types 35 and 36;
Virginia sun-cured tobacco, comprising type 37;
Burley tobacco, comprising type 31;
Maryland tobacco, comprising type 32;

Cigar-filler and cigar-binder tobacco, comprising types 42, 43, 44, 45, 46, 51, 52, 53, 54 and 55; and
Cigar-filler tobacco, comprising type 41.

Subsection 301(b)(15) also provides that any one or more of the types comprising any such kind of tobacco shall be treated as a "kind of tobacco" for the purposes of this Act if the Secretary finds that there is a difference in supply and demand conditions as among such types of tobacco which results in a difference in the adjustments needed in the marketing thereof in order to maintain supplies in line with demand. Pursuant to this authority, the Secretary has determined (15 F.R. 8214) that type 46 tobacco shall be treated as a separate kind of tobacco for purposes of marketing quotas and price supports on the 1951 and subsequent crops of such tobacco. Pursuant to such authority, the Secretary has also determined (22 F.R. 367) that cigar-binder (types 51 and 52) tobacco shall be treated as a separate kind of tobacco for purposes of marketing quotas and price supports on the 1957 and subsequent crops of such tobacco.

The Act (7 U.S.C. 1313(d)) provides that notwithstanding any other provisions of the Act, whenever after investigation the Secretary determines with respect to any kind of tobacco that a substantial difference exists in the usage or market outlets for any one or more of the types comprising such kind of tobacco and that the quantity of tobacco of such type or types to be produced under the marketing quotas and acreage allotments established pursuant to this section would not be sufficient to provide an adequate supply for estimated market demands and carry-over requirements for such type or types of tobacco, the Secretary shall increase the marketing quotas and acreage allotments for farms producing such type or types of tobacco in the preceding year to the extent necessary to make available a supply of such type or types of tobacco adequate to meet such demands and carry-over requirements. The increases in farm marketing quotas and acreage allotments shall be made on the basis of the production of such type or types of tobacco during the period of years considered in establishing farm marketing quotas and acreage allotments for such kind of tobacco. The additional production authorized by this subsection shall be in addition to the national marketing quota established for such kind of tobacco pursuant to section 312 (7 U.S.C. 1312) of the Act. The increase in acreage under this subsection shall not be considered in establishing future State or farm acreage allotments.

Subsection 312(b) of the Act (7 U.S.C. 1312(b)) provides that the Secretary shall also determine and announce, not later than the first day of December 1963 with respect to flue-cured tobacco and not later than the first day of February 1964 with respect to other kinds of tobacco, the amount of the national marketing quota which is in effect for the 1964-65 marketing year in terms of the total quantity of each kind of tobacco which may be marketed which

will make available during such marketing year a supply of each kind of tobacco equal to the reserve supply level. Subsection 312(b) provides further that the amount of the 1964-65 national marketing quota may, not later than March 1, 1964, be increased by not more than 20 per centum if the Secretary determines that such increase is necessary in order to meet market demands or to avoid undue restrictions of marketings in adjusting the total supply to the reserve supply level.

The Act (7 U.S.C. 1301(b)) defines the "total supply" of tobacco for any marketing year as the carry-over at the beginning of the marketing year (on January 1 of such marketing year in the case of Maryland tobacco), plus the estimated production in the United States during the calendar year in which such marketing year begins. "Reserve supply level" is defined as the normal supply plus 5 per centum thereof. "Normal supply" is defined as a normal year's domestic consumption and exports, plus 175 per centum of a normal year's domestic consumption and 65 per centum of a normal year's exports. A "normal year's domestic consumption" is defined as the yearly average quantity produced in the United States and consumed in the United States during the ten marketing years immediately preceding the marketing year in which such consumption is determined, adjusted for current trends in such consumption. A "normal year's exports" is defined as the yearly average quantity produced in the United States which was exported from the United States during the ten marketing years immediately preceding the marketing year in which such exports are determined, adjusted for current trends in such exports.

The Act (7 U.S.C. 1312(c)) requires that within 30 days after a national marketing quota is proclaimed for the 1964-65, 1965-66 and 1966-67 marketing years for (1) fire-cured (type 21) tobacco, (2) fire-cured (types 22, 23 and 24) tobacco, and (3) dark air-cured tobacco, the Secretary shall conduct a referendum of farmers who are engaged in the production of the 1963 crop of fire-cured tobacco, and shall conduct a referendum of farmers who are engaged in the production of the 1963 crop of dark air-cured tobacco, to determine whether such farmers are in favor of or opposed to quotas for the next three succeeding marketing years. If more than one-third of the farmers voting in the referendum oppose such quota, such results shall be proclaimed by the Secretary and the national marketing quota so proclaimed shall not be in effect but such results shall in no way affect or limit the subsequent proclamation and subsequent submission to a referendum, as otherwise provided in section 312 of the Act (7 U.S.C. 1312), of a national marketing quota. The 1963-64 marketing year is the last of three consecutive years for which marketing quotas previously proclaimed will be in effect for fire-cured tobacco and dark air-cured tobacco (26 F.R. 2277). Growers of cigar-filler (type 41) tobacco disapproved quotas for the three marketing years beginning October 1, 1962 (27 F.R. 2679), and quotas will

not be in effect during any of such three marketing years on such kind of tobacco unless proclaimed and approved pursuant to a petition by growers to the Secretary in accordance with regulations (27 F.R. 2679) pursuant to paragraph (a) of section 312 of the Agricultural Adjustment Act of 1938, as amended. Quotas have never been in effect on cigar-filler (type 41) tobacco.

Growers of flue-cured tobacco favored marketing quotas being in effect for the 1964-65 marketing year in a referendum (27 F.R. 649). Growers of burley tobacco and Virginia sun-cured tobacco favored marketing quotas being in effect for the 1964-65 marketing year in referenda (27 F.R. 2679). Maryland tobacco growers favored marketing quotas being in effect for the 1964-65 marketing year in a referendum (28 F.R. 2526). Growers of cigar-binder (types 51 and 52) tobacco and growers of cigar-filler and binder (types 42, 43, 44, 53, 54 and 55) tobacco favored quotas being in effect for the 1964-65 marketing year in referenda (28 F.R. 2888).

The Act (7 U.S.C. 1313(a)) requires the Secretary to apportion the national marketing quota, less the amount to be allotted under subsection (c) of section 1313 for small farms and "new" farms, among the several States on the basis of the total production in each State during the five calendar years immediately preceding the calendar year in which the quota is proclaimed, with such adjustments as are determined to be necessary to make correction for abnormal conditions of production, for small farms, and for trends in production, giving due consideration to seed bed and other plant diseases during such five-year period.

The Act (7 U.S.C. 1313(g)) provides that any acreage of tobacco harvested in excess of the farm acreage allotment for the year 1955 or any subsequent year shall not be taken into account in establishing State and farm acreage allotments.

Section 377 of the Act (7 U.S.C. 1377) reads as follows:

In any case in which, during any year beginning with 1956, the acreage planted to a commodity on any farm is less than the acreage allotment for such farm, the entire acreage allotment for such farm (excluding any allotment released from the farm or reapportioned to the farm and any allotment provided for the farm pursuant to subsection (f) (A) of section 344), shall, except as provided herein, be considered for the purpose of establishing future State, county and farm acreage allotments to have been planted to such commodity in such year on such farm, but the 1956 acreage allotment of any commodity shall be regarded as planted under this section only if the owner or operator on such farm notified the county committee prior to the sixtieth day preceding the beginning of the marketing year for such commodity of his desire to preserve such allotment: *Provided*, That beginning with the 1960 crop, except for Federally-owned land, the current farm acreage allotment established for a commodity shall not be preserved as history acreage pursuant to the provisions of this section unless for the current year or either of the two preceding years an acreage equal to 75 per centum or more of the farm acreage allotment for such year was actually planted or devoted to the commodity on the farm (or was regarded as planted under provisions of the

soil bank or the Great Plains program): *Provided further*, That this section shall not be applicable in any case, within the period 1956 to 1959, in which the amount of the commodity required to be stored to postpone or avoid payment of penalty has been reduced because the allotment was not fully planted. Acreage history credits for released or reapportioned acreage shall be governed by the applicable provisions of this title pertaining to the release and reapportionment of acreage allotments.

Section 378 of the Act (7 U.S.C. 1378) provides that allotment acreage pooled under the provisions of such section shall be considered fully planted, during the time it is in the pool within the period of eligibility, for purposes of future State, county and farm allotments.

Section 316 of the Act, as amended (7 U.S.C. 1314(b)), provides that allotment acreage leased under the provisions of such section shall be considered planted on the farm from which leased.

The Soil Bank Act (7 U.S.C. 1801 et seq.) provides that the acreage withdrawn or diverted from the production of tobacco under the acreage reserve program and conservation reserve program shall for allotment purposes be considered devoted to the production of tobacco.

The Soil Bank Act also provides that insofar as the acreage of cropland on a farm covered by a Great Plains or conservation reserve contract enters into the determination of acreage allotments and marketing quotas, such cropland shall not be decreased during the period of the contract by reason of any action taken for the purpose of carrying out the contract. After expiration of such a contract, such law provides that the cropland shall not be decreased, for a period equal to the period of the contract, by reason of the maintenance of any change in land use from cropland to permanent vegetation carried out under the contract. Allotment history acreages are given similar protection for purposes of establishing future allotments.

Pursuant to section 16(e) (6) of the Soil Conservation and Domestic Allotment Act, protection of allotment crop history and cropland status similar to that given under the Soil Bank Act is given to land covered by a cropland conversion agreement.

The Act (7 U.S.C. 1313(g)) authorizes the Secretary to convert State marketing quotas into State acreage allotments on the basis of average yield per acre for the State during the five years last preceding the year in which the national marketing quota is proclaimed, adjusted for abnormal conditions of production.

In making the determinations of the amounts of the national marketing quotas, the apportionment of the quotas among the several States, the conversion of State marketing quotas into State acreage allotments, and of the date(s) of the referenda with respect to (1) fire-cured tobacco, and (2) dark air-cured tobacco, consideration will be given to any data, views, and recommendations pertaining thereto, which are submitted in writing to the Director, Policy and Program Appraisal Division, Agricultural Stabilization and Conservation Service, United States Department of

Agriculture, Washington 25, D.C. All submissions must be postmarked, with respect to flue-cured tobacco not later than 30 days from the date of publication of this notice in the *FEDERAL REGISTER*, and not later than 60 days from the date of publication of this notice in the *FEDERAL REGISTER* for the other kinds of tobacco, in order to be considered.

Signed at Washington, D.C., on September 12, 1963.

E. A. JAENKE,
Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 63-9970; Filed, Sept. 17, 1963; 8:47 a.m.]

[7 CFR Part 729]

PEANUTS

Notice of Proposed Proclamations With Respect to 1964 National Marketing Quota, National Acreage Allotment, and Apportionment of National Acreage Allotment to States

The Secretary of Agriculture is required by section 358(a) of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1358(a)), to proclaim, between July 1 and December 1 of each calendar year, the amount of the national marketing quota for peanuts for the crop produced in the next succeeding calendar year. The amount of such quota is the total quantity of peanuts which will make available for marketing a supply of peanuts from the crop with respect to which the quota is proclaimed equal to the average quantity of peanuts harvested for nuts during the five years immediately preceding the year in which such quota is proclaimed, adjusted for current trends and prospective demand conditions.

Section 358(a) of the act further provides that the national marketing quota for peanuts shall be converted to a national acreage allotment by dividing such quota by the normal yield per acre of peanuts for the United States determined by the Secretary on the basis of the average yield per acre of peanuts in the five years preceding the year in which the quota is proclaimed, with such adjustment as may be found necessary to correct for trends in yields and for abnormal conditions of production affecting yields.

Section 358(a) of the act also requires that the national marketing quota be a quantity of peanuts sufficient to provide a national acreage allotment of not less than 1,610,000 acres.

Section 358(c) (1) of the act (7 U.S.C. 1358(c) (1)) provides that the national acreage allotment for any year, less the acreage to be allotted to new farms under section 358(f) of the act (7 U.S.C. 1358 (f)), shall be apportioned among the States on the basis of their share of the national acreage allotment for the most recent year in which such apportionment was made. Pursuant to this provision of the act, the national acreage allotment

for the 1964 crop of peanuts will be apportioned to States on the basis of their share of the 1963 national acreage allotment.

Before any action is taken with respect to proclaiming the national marketing quota, establishing the national acreage allotment, apportioning the national acreage allotment among the States, and determining the percentage of the national acreage allotment to be reserved for new farms, consideration will be given to any data, views, and recommendations relating thereto which are submitted in writing to the Director, Policy and Program Appraisal Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington 25, D.C. All written submissions must be postmarked not later than 15 days after publication of this notice in the *FEDERAL REGISTER*.

Signed at Washington, D.C., on September 12, 1963.

E. A. JAENKE,
Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 63-9968; Filed, Sept. 17, 1963; 8:47 a.m.]

[7 CFR Part 730]

RICE

Notice of Determinations To Be Made With Respect to Marketing Quotas, National, State, and County Acreage Allotments, County Normal Yields, and Proposed Date for Conducting a Referendum on Marketing Quotas for the 1964 Crop

Pursuant to the authority contained in applicable provisions of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1301, 1352, 1353, 1354, 1377), the Secretary of Agriculture is preparing to determine whether marketing quotas are required to be proclaimed for the 1964 crop of rice, to determine and proclaim the national acreage allotment for the 1964 crop of rice, to apportion among States and counties the national acreage allotment for the 1964 crop of rice, to establish county normal yields for the 1964 crop of rice, and to establish a date for conducting a referendum on marketing quotas in the event quotas are proclaimed for the 1964 crop of rice.

Section 354 of the act provides that whenever in the calendar year 1963 the Secretary determines that the total supply of rice for the 1963-64 marketing year will exceed the normal supply for such marketing year the Secretary shall, not later than December 31, 1963, proclaim such fact and marketing quotas shall be in effect for the crop of rice produced in 1964. Within thirty days after the issuance of such proclamation, the Secretary shall conduct a referendum by secret ballot of farmers engaged in the production of the immediately preceding crop of rice to determine whether such farmers are in favor of or opposed to such quotas. In the event that the Secretary proclaims quotas in effect

for the 1964 crop of rice, the date for holding the referendum will be within 30 days of the date of such proclamation.

Section 352 of the act, as amended, provides that the national acreage allotment of rice for 1964 shall be that acreage which the Secretary determines will, on the basis of the national average yield of rice for the five calendar years 1959 through 1963 produce an amount of rice adequate, together with the estimated carry-over from the 1963-64 marketing year, to make available a supply for the 1964-65 marketing year not less than the normal supply. The Secretary is required under this section of the act to proclaim such national acreage allotment not later than December 31, 1963.

Section 353(c) (6) of the act, as amended, provides that the national acreage allotment of rice for 1964 shall be not less than the national acreage allotment for 1956, including the 13,512 acres apportioned to States pursuant to paragraph (5) of section 353(c) of the act. Under this provision, the national acreage allotment of rice for 1964 will be not less than 1,652,596 acres.

As defined in section 301 of the act, for purposes of these determinations, "total supply" for any marketing year is the carry-over of rice for such marketing year, plus the estimated production of rice in the United States during the calendar year in which such marketing year begins and the estimated imports of rice into the United States during such marketing year; "normal supply" for any marketing year is the estimated domestic consumption of rice for the marketing year ending immediately prior to the marketing year for which normal supply is being determined, plus the estimated exports of rice for the marketing year for which normal supply is being determined, plus 10 per centum of such consumption and exports, with adjustments for current trends in consumption and for unusual conditions as deemed necessary; and "marketing year" for rice is the period August 1-July 31.

Section 353 (a) and (c) (6) of the act require that the national acreage allotment of rice for the 1964 crop, less a reserve of not to exceed one per centum thereof for apportionment to farms receiving inadequate allotments because of insufficient State or county allotments or because rice was not planted on the farm during all the years of the base period, be apportioned among the several States in which rice is produced in the same proportion that they shared in the total acreage allotted to States in 1956 (State acreage allotments, plus the additional acreage allocated to States under section 353(c) (5) of the act, as amended).

Section 353(b) of the act requires that the State acreage allotment of rice for the 1964 crop shall be apportioned to farms owned or operated by persons who have produced rice in the State in any one of the five calendar years, 1959 through 1963, on the basis of past production of rice in the State by the producer on the farm taking into consideration the acreage allotments previously

established in the State for such owners or operators; abnormal conditions affecting acreage; land, labor, and equipment available for the production of rice; crop rotation practices; and the soil and other factors affecting the production of rice. Provision is made that if the State committee recommends such action and the Secretary determines that such action will facilitate the effective administration of the act, he may provide for the apportionment of part or all of the State acreage allotment to farms on which rice has been produced during any one of such period of years on the basis of the foregoing factors, using past production of rice on the farm and the acreage allotments previously established for the farm in lieu of past production of rice by the producer and the acreage allotments previously established for such owners or operators. Provision is also made that if the Secretary determines that part of the State acreage allotment shall be apportioned on the basis of past production of rice by the producer on the farm and part on the basis of the past production of rice on the farm, he shall divide the State into two administrative areas, to be designated "producer administrative area" and "farm administrative area," respectively, which areas shall be separated by a natural barrier which would prevent each area from being readily accessible to rice producers in one area from producing rice in the other area, and each area shall be composed of whole counties. Not more than 3 per centum of the State acreage allotment shall be apportioned among farms operated by persons who will produce rice in the State in 1964 but who have not produced rice in the State in any one of the years, 1959 through 1963, on the basis of the applicable apportionment factors set forth herein: *Provided*, That in any State in which allotments are established for farms on the basis of past production of rice on the farm such percentage of the State acreage allotment shall be apportioned among the farms on which rice is to be planted during 1964 but on which rice was not planted during any of the years, 1959 through 1963, on the basis of the applicable apportionment factors set forth in said section 353. In determining the eligibility of any producer or farm for an allotment as an old producer or farm under the first sentence of subsection (b) of section 353 of the act or as a new producer or farm under the second sentence of such subsection, such producer or farm shall not be considered to have produced rice on any acreage which under subsection (c) (2) of section 353 of the act either is not to be taken into account in establishing acreage allotments or is not to be credited to such producer. For purposes of section 353 of the act in States which have been divided into administrative areas pursuant to subsection (b) thereof, the term "State acreage allotment" shall be deemed to mean that part of the State acreage allotment apportioned to each administrative area and the word "State" shall be deemed to mean "administrative area," wherever applicable.

Section 353(c) (1) of the act provides that if farm acreage allotments are established by using past production of rice on the farm and the acreage allotments previously established for the farm in lieu of past production of rice by the producer and the acreage allotments previously established for owners or operators, the State acreage allotment shall be apportioned among counties in the State on the same basis as the national acreage allotment is apportioned among the States and the county acreage allotments shall be apportioned to farms on the basis of the applicable factors set forth in subsection (b) of the section: *Provided*, That if the State is divided into administrative areas pursuant to subsection (b) of this section the allotment for each administrative area shall be determined by apportioning the State acreage allotment among counties as provided in this subsection and totaling the allotments for the counties in such area: *Provided*, That the State committee may reserve not to exceed 5 per centum of the State allotment, which shall be used to make adjustments in county allotments for trends in acreage and for abnormal conditions affecting plantings.

Section 301(b) (13) (D) of the act provides that the "normal yield" of rice for 1964 for any county shall be the average yield per acre of rice for the county during the five calendar years 1959 through 1963 adjusted for abnormal weather conditions and trends in yields. Provision is made therein that if for any such year data are not available, or there is no actual yield, an appraised yield for such year, determined in accordance with regulations of the Secretary, taking into consideration the yields obtained in surrounding counties during such year and the yield in years for which data are available, shall be used as the actual yield for such year.

Section 301(b) (13) (F) of the act provides that if on account of drought, flood, insect pests, plant disease, or other uncontrollable natural cause, the yield for any county for any year during the years 1959 through 1963 is less than 75 per centum of the average, 75 per centum of such average shall be substituted therefor in calculating the normal yield per acre; and if on account of abnormally favorable weather conditions, the yield for any county for any year during the years 1959 through 1963 is in excess of 125 per centum of the average, 125 per centum of such average shall be substituted therefor in calculating the normal yield per acre.

Section 377 of the act provides that in any case in which the acreage planted to rice on any farm in 1964 is less than the 1964 rice acreage allotment for the farm, the entire acreage allotment for such farm shall be considered for purposes of future State, county, and farm acreage allotments to have been planted to rice in 1964, if, except for federally owned land, an acreage equal to or greater than 75 per centum of the farm acreage allotment for 1962, 1963, or 1964 was actually planted to rice in such year

or was regarded as planted to rice under the soil bank program.

Sections 106 and 112 of the Soil Bank Act provide that the acreage on any farm which is determined to have been diverted from the production of rice under the acreage reserve or conservation reserve program shall be considered as rice acreage for the purpose of establishing future farm, county, and State acreage allotments under the Agricultural Adjustment Act of 1938, as amended. Section 16(c) (6) of the Soil Conservation and Domestic Allotment Act, as amended, authorizes the Secretary, to the extent he deems it desirable to carry out the purposes of the cropland conversion program, to provide in any cropland conversion agreement for (1) preservation for a period not to exceed the period covered by the agreement and an equal period thereafter of the cropland, crop acreage and allotment history applicable to the land covered by the agreement for the purposes of any Federal program under which such history is used as a basis for an allotment or other limitation on the production of such crop; or (2) surrender of any such history and allotments.

Prior to making any of the foregoing determinations with respect to marketing quotas and national, State, and county acreage allotments, and county normal yields for the 1964 crop of rice, including national, State, and county reserves, and announcing the date of the referendum, if marketing quotas are required, consideration will be given to data, views, and recommendations pertaining thereto which are submitted in writing to the Director, Policy and Program Appraisal Division, Agricultural Stabilization and Conservation Service, United States Department of Agriculture, Washington 25, D.C. All written submissions must be postmarked not later than thirty days after the date of publication of this notice in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 12, 1963.

E. A. JAENKE,
Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 63-9969; Filed, Sept. 17, 1963; 8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

[Docket No. 15138, RM-262]

TABLE OF ASSIGNMENTS; TELEVISION BROADCAST STATIONS, STAUNTON-WAYNESBORO, VIRGINIA

Order Extending Time for Filing Comments and Reply Comments

1. On July 29, 1963, the Commission issued a notice of proposed rule making in the above-captioned matter stating that interested parties may file com-

PROPOSED RULE MAKING

ments on or before September 16, 1963, and reply comments on or before October 1, 1963.

2. The Commission has before it for consideration a petition filed on September 10, 1963, by Staunton Video Corporation (a community antenna with subscribers in Staunton, Virginia) requesting that the time for filing comments in this proceeding be extended from September 16, 1963, to October 16, 1963, and that the time for filing reply comments be extended from October 1, 1963, to November 1, 1963. Petitioner states in support of its request that it desires to file comments but that the matters involved are complex and additional time is needed to deal with them. Petitioner does not show specifically that a 30-day extension of time is needed or warranted for this purpose. Since the notice was issued on July 29, 1963, and has been outstanding since that date, it appears that an extension of time for filing comments from September 16, 1963, to October 1, 1963, and for filing reply comments from October 1, 1963, to October 16, 1963, will provide a reasonable time for the preparation and submission of comments and reply comments.

3. In view of the foregoing: *It is ordered*, That the time for filing comments in response to the notice of proposed rule making in this proceeding is extended to and including October 1, 1963, and the time for filing reply comments herein is extended to and including October 16, 1963:

4. *And it is further ordered*, That the petition for extension of time to file comments filed by Staunton Video Corporation is granted insofar as it is consistent

with the action taken herein; and in other respects is denied.

Adopted: September 11, 1963.

Released: September 12, 1963.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-9918; Filed, Sept. 16, 1963;
8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 170]

[Ex Parte No. MC-30]

COMMERCIAL ZONES

Notice of Proposed Rule Making

SEPTEMBER 13, 1963.

Redefinition of the Cincinnati, Ohio, Commercial Zone. Petitioner: Cincinnati Chamber of Commerce. Petitioner's representative: R. A. Ellison, 1718 Union Central Building, Cincinnati, Ohio. Petitioners: Northern Kentucky Industrial Foundation, Inc., Covington-Kenton-Boone Chamber of Commerce, Kentucky Department of Commerce, and Kentucky State Chamber of Commerce. Petitioner's representative: J. G. Wilde, 1512 Russell St., Covington, Ky.

By petitions filed June 27, 1963, and July 8, 1963, respectively, the above-named petitioners request the Commission to reopen the above proceeding for the purpose of redefining the limits of the Cincinnati, Ohio, commercial zone,

which were originally established in this proceeding September 10, 1940, reported at 26 M.C.C. 49, and were last modified by order of the Commission dated February 21, 1963, 28 F.R. 2236. The redefinition proposed by the Cincinnati Chamber of Commerce would include Amberly, Golf Manor, Madeira, Montgomery, and Silverton, Ohio, and that proposed by the Kentucky petitioners would include the following portion of Boone and Kenton Counties, Ky.: "Starting from the Kenton-Boone County line southeast of the point of interchange between Donaldson Road (Kentucky Highway 236) and Interstate Highway 75, and following said Interstate Highway 75 southeast and southward to a point directly west of Devon, Boone County, Ky., thence by a straight line eastward and northeastward to and over Richardson Road and Turkeyfoot Road (Kentucky Highway 1303) in Kenton County, Ky., to the southern boundary of Edgewood, Kenton County, Ky."

This proceeding is assigned for oral hearing on November 13, 1963, before Examiner Gerald F. Colfer, in Room 712, Federal Building, Cincinnati, Ohio.

Notice to the general public of the matter herein under consideration will be given by depositing a copy of this notice in the office of the Secretary of the Commission for public inspection, and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 63-9950; Filed, Sept. 17, 1963;
8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[AA 643.3-p]

CHROMIC ACID FROM AUSTRALIA

Notice That There is Reason To Believe or Suspect Purchase Price Is Less or Likely To Be Less Than Foreign Market Value

SEPTEMBER 12, 1963.

Pursuant to section 201(b) of the Anti-dumping Act, 1921, as amended (19 U.S.C. 160(c)), notice is hereby given that there is reason to believe or suspect, from information presented to me, that the purchase price of chromic acid imported from Australia is less, or likely to be less, than the foreign market value, as defined by sections 203 and 205, respectively, of the Antidumping Act, 1921, as amended (19 U.S.C. 162 and 164).

Customs officers are being authorized to withhold appraisement of entries of chromic acid from Australia pursuant to § 14.9 of the Customs Regulations (CFR 14.9).

The complaint in this case was received on May 17, 1963.

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

[F.R. Doc. 63-9934; Filed, Sept. 17, 1963; 8:45 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

MONTANA

Notice of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 10, 1963.

The Forest Service, Department of Agriculture, has filed an application, Serial Number Montana 061026, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws and the general mining laws except the mineral leasing laws, subject to valid existing rights.

The applicant desires the land for public recreation purposes in conjunction with development of the Quartz Flat Campground on lands of the Lolo National Forest.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 1245 North 29th Street, Billings, Montana, 59101.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to

determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Forest Service.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The lands involved in the application are:

MONTANA PRINCIPAL MERIDIAN

T. 15 N., R. 25 W.,
Sec. 4, Lots 10, 11 and 12;
Sec. 9, Lots 2, 3 and 6.

Total area 168.16 acres.

R. PAUL RIGTRUP,
Manager, Land Office.

[F.R. Doc. 63-9930; Filed, Sept. 17, 1963; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

GEIGY AGRICULTURAL CHEMICALS, DIVISION OF GEIGY CHEMICAL CORP.

Notice of Withdrawal of Petition Regarding Pesticide Chemical O,O-Diethyl O-(2-Isopropyl-4-Methyl-6-Pyrimidinyl) Phosphorothioate

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a(d)(1)), the following notice is issued:

In accordance with § 120.8 *Withdrawal of petitions without prejudice* of the pesticide regulations, Geigy Agricultural Chemicals, Division of Geigy Chemical Corporation, P.O. Box 430, Yonkers, New York, has withdrawn its petition proposing the establishment of tolerances for residues of the insecticide O,O-diethyl O-(2-isopropyl-4-methyl-6-pyrimidinyl) phosphorothioate in or on certain raw agricultural commodities as published in the FEDERAL REGISTER of March 29, 1963 (28 F.R. 3096).

The withdrawal of this petition is without prejudice to a future filing.

Dated: September 10, 1963.

ROBERT S. ROE,
Director, Bureau of
Biological and Physical Sciences.

[F.R. Doc. 63-9941; Filed, Sept. 17, 1963; 8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[FCC 63-824]

AM, FM, AND TV STATION LICENSES TERMINATING IN 1964

Composite Week for Program Log Analysis

SEPTEMBER 12, 1963.

The following dates will constitute the composite week for use in the preparation of program log analyses submitted with applications for AM, FM and TV station licenses which have termination dates in 1964:

Sunday, Apr. 28, 1963;
Monday, Mar. 25, 1963;
Tuesday, May 21, 1963;
Wednesday, Oct. 31, 1962;
Thursday, June 20, 1963;
Friday, Nov. 23, 1962;
Saturday, Jan. 26, 1963.

The attention of licensees is also directed to section IV, page 3, Item 10, of the renewal application which permits the submission of any additional program data that the applicant desires to call to the Commission's attention, if, in the applicant's opinion, the statistics based on the composite week do not adequately reflect the program service rendered.

Adopted: September 11, 1963.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-9961; Filed, Sept. 17, 1963; 8:47 a.m.]

[Docket No. 15160; FCC 63-806]

ALL AMERICA CABLES AND RADIO, INC.

Order Assigning Matter for Public Hearing

In the matter of All America Cables and Radio, Inc. multiple leased teleprinter channel charges between Miami, Florida, and San Juan, Puerto Rico.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 11th day of September 1963:

The Commission, having before it (a) revisions contained in original page No.

10A filed by All America Cables and Radio, Inc. (All America) under Transmittal No. 530 on August 16, 1963, to its Tariff FCC No. 15 to establish, effective September 15, 1963, multiple channel rates for standard (66-word per minute speed) teleprinter leased channel service between Miami, Florida, and San Juan, Puerto Rico; (b) a letter dated August 20, 1963, to All America asking further justification for such revisions; (c) a letter from American Cable and Radio Corporation, the parent company of All America, dated August 27, 1963, in further support of said tariff revisions; (d) a petition for suspension of such tariff revision filed by RCA Communications, Inc. on September 4, 1963; and (e) AC&R reply to the RCA petition filed on September 9, 1963;

It appearing, that such tariff revisions provide for the following declining scale of per channel rates for Miami-San Juan standard teleprinter leased channel service for a customer desiring more than one channel:

2d channel.....	\$5,000
3d channel.....	4,700
4th channel.....	2,800
5th channel.....	2,100
Each additional channel.....	1,400

¹ All America's proposed revisions do not affect the present single channel rate of \$5,000 per month.

It further appearing, that such revisions establish lower average per channel charges to larger volume users vis-a-vis smaller volume users;

It further appearing, that the Commission is unable at this time to determine that the charges, classifications, regulations and practices contained in the above-mentioned tariff revisions are or will be just and reasonable or otherwise lawful under the provisions of sections 201(b) or 202(a) of the Communications Act of 1934, as amended;

It further appearing, that if the above-mentioned tariff revisions are permitted to become effective on the date specified thereon, substantial injury to the public may result;

It is ordered, That pursuant to the provisions of sections 4(i), 201, 202, 204, 205 and 403 of the Communications Act of 1934, as amended, an investigation is hereby instituted into the lawfulness of the above-mentioned tariff revisions;

It is further ordered, That pursuant to the provisions of section 204 of the Act, such tariff revisions on original page No. 10A of All America Tariff FCC No. 15, are hereby suspended until December 15, 1963, and that during that period All America shall make no changes in said tariff revisions except as authorized or directed by the Commission.

It is further ordered, That, without in any way limiting the scope of the proceeding, it shall include inquiry into the following:

1. Whether any of the charges, classifications, regulations and practices contained in such tariff revisions are or will be unjust or unreasonable within the meaning of section 201(b) of the Communications Act of 1934, as amended;

2. Whether such tariff revisions will make an unjust or unreasonable discrimination or will subject any person or class of persons to undue or unreasonable

prejudice or disadvantage, or will give any undue or unreasonable preference or advantage to any person or class of persons, within the meaning of section 202 (a) of the Communications Act of 1934, as amended;

3. Whether the Commission should prescribe just and reasonable charges, classifications, regulations and practices or the maximum or minimum or maximum and minimum charges to be hereafter followed with respect to the service governed by the above-mentioned tariff revisions and, if so, what charges, classifications, regulations and practices should be prescribed;

It is further ordered, That a hearing be held in this proceeding at the Commission's offices in Washington, D.C., at a time to be specified in subsequent order and that the examiner designated to preside at the hearing shall certify the record to the Commission for decision without preparing either an initial or a recommended decision;

It is further ordered, That All America Cables and Radio, Inc. and Mackay Radio and Telegraph Company, Inc., which has filed a concurrence to the All America tariff containing the revisions at issue herein and which will participate in providing such service, are hereby made parties respondent to this proceeding; that RCA Communications, Inc., is hereby granted leave to intervene herein provided that not less than twenty days from receipt of a copy of this order it shall file a notice of intention to intervene; and that copies of this order shall be served on All America, Mackay and RCA Communications, Inc. and filed in the offices of the Commission with the tariff revisions herein suspended.

Released: September 13, 1963.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-9962; Filed, Sept. 17, 1963;
8:47 a.m.]

[Docket No. 15120; FCC 63M-1000]

STANLEY HELFMAN

Order Following Prehearing Conference

In re application of Stanley Helfman, Fontana, California, Docket No. 15120, File No. BP-14972; for construction permit.

Pursuant to agreements reached at a prehearing conference held on September 11, 1963, It is ordered, This 11th day of September 1963, that the following calendar of future procedural steps shall be effected on the dates specified:

Oct. 21, 1963—Exchange date;
Nov. 1, 1963—Engineering Conference;
Nov. 6, 1963—Freeze date;
Nov. 14, 1963—Hearing date (continued from
Oct. 3, 1963).

Released: September 12, 1963.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-9963; Filed, Sept. 17, 1963;
8:47 a.m.]

FEDERAL MARITIME COMMISSION

AMERICAN MAIL LINE LTD., AND AMERICAN PRESIDENT LINES, LTD.

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement No. 8283-2, between American Mail Line Ltd., and American President Lines, Ltd., amends Paragraphs 3 (a) and (b) of approved APL-AML Freight Agency Agreement—Southern California (Agreement No. 8283, as amended), between these same parties, by reducing the compensation to be paid by American Mail Line Ltd., to American President Lines, Ltd., for the performance of certain services rendered pursuant to the agreement, and cancels American President Lines, Ltd., responsibility to husband American Mail Line Ltd., vessels as provided in Paragraphs 2 (a), (b), (c), and 3(c) of Agreement No. 8283, as amended.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington 25, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington 25, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: September 12, 1963.

By order of the Federal Maritime
Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 63-9953; Filed, Sept. 17, 1963;
8:47 a.m.]

AMERICAN PRESIDENT LINES, LTD., AND AMERICAN MAIL LINE LTD.

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement No. 8033-3, between American President Lines, Ltd., and American Mail Line Ltd., amends paragraphs 3 (a), (b), and (c) of approved APL-AML Freight Agency Agreement-Pacific Northwest (Agreement No. 8033, as amended), between these same parties, by reducing the compensation to be paid by American President Lines, Ltd., to American Mail Line Ltd., for the performance of certain services rendered pursuant to the agreement.

Interested parties may inspect this agreement and obtain copies thereof at

the Bureau of Foreign Regulations, Federal Maritime Commission, Washington 25, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington 25, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: September 12, 1963.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 63-9954; Filed, Sept. 17, 1963;
8:47 a.m.]

[Docket No. 1118]

PACIFIC COAST EUROPEAN CONFERENCE; INCREASED HANDLING CHARGES

Amended Order of Investigation

The Pacific Coast European Conference, organized pursuant to Federal Maritime Commission Agreement No. 5200, is an association of common carriers by water which is authorized to set rates and charges for the transportation of cargo from ports on the Pacific Coast of the United States to ports in the United Kingdom and Continental Europe, among others.

On June 27, 1962, the conference, in Special Rate Circular No. 10, effective August 1, 1962, increased handling charges on commodities shipped under rates published in its Freight Tariff No. 13, as follows:

Commodity	Charges 9/1/62
Canned Goods, viz.,	
Fish (except salmon); fruits; vegetables; juice or juice powders; juices, fruit, concentrated; meats; NOS	2.90W
Copper, viz.,	
Anodes, bars, cathodes, coils, ingots, pigs, slabs, wire bars or rods	2.60W
Wire	2.60W
Cotton and Cotton Linters:	
Cotton Linters	4.00W
Fruit, viz.,	
Dates or figs, dried; dehydrated, NOS; dried or evaporated, NOS; NOS (including olives)	3.10W
Kernels, Apricot or Peach, shelled or unshelled	3.40W
Nuts, viz.,	
Almonds, filberts	3.50W
Oil, viz.,	
Lubricating, petroleum base	3.00W
Paper, viz.,	
Tissue, fruit wrapping	2.60W
Rags, clean, dry	5.10W
Rice, viz.,	
Brewers; bran; clean; hulls, ground; polish or screenings, in bags	2.40W
Rubber, viz.,	
Synthetic	4.10W
Salmon, viz.,	
Cooked, in cans, American pack, in fiberboard cases, 48/¼ #	366 case

Commodity	Charges 9/1/62
Scrap, viz.,	
Metal	4.20W
Slats, Pencil	3.45W
Veneer	4.05W
Veneer Panel, faced and backed with kraft paper	4.05W
Fish, frozen, including fish livers and shell fish	4.30W
Grapes, fresh	3.30W
Poultry and Parts, frozen	3.90W

In special Rate Circular No. 11 issued July 20, 1962, the conference postponed the effective date of the increases until September 1, 1962.

Section 15 of the Shipping Act, 1916 as amended by Public Law 87-346 (75 Stat. 762) provides that the Commission shall disapprove, cancel, or modify agreements found to be unjustly discriminatory or unfair as between carriers, shippers, exporters, importers, or ports, or between exporters from the United States and their foreign competitors, or to operate to the detriment of the commerce of the United States, or to be contrary to the public interest, or to be in violation of the Act. Section 18(b) (5) which was added to the Shipping Act by Public Law 87-346, supra, provides that the Commission shall disapprove any rate or charge filed with it which it finds to be so unreasonably high or low as to be detrimental to the commerce of the United States.

Upon consideration of the foregoing schedule and protests thereto, it appears that the said rate increases result in or involve rates, charges, or practices which may be violative of sections 15 and 18(b) (5) of the Act, as amended.

Therefore, pursuant to sections 15, 18 (b) (5), and 22 of the Shipping Act, 1916, the Commission hereby institutes on its own motion an investigation to determine whether the Pacific Coast European Conference and its member lines have violated sections 15 and 18(b) (5) by adopting the increased handling charges and whether it should disapprove any of such charges, and/or whether the conference agreement (F.M.C. No. 5200) should be disapproved, cancelled or modified because of the adoption of such charges.

The Pacific Coast European Conference and its member lines named in Appendix A, attached, are hereby made respondents in this proceeding and the matter is assigned for hearing before an Examiner of the Commission's Office of Hearing Examiners at a date and place to be announced by the Chief Examiner. A copy of this order shall be served upon all respondents and published in the FEDERAL REGISTER.

Any person, other than respondents, who desires to become a party to this proceeding and to participate herein, shall promptly notify the Secretary, Federal Maritime Commission, Washington 25, D.C., and shall file with the Secretary a petition for leave to intervene in accordance with rule 5(n) of the Commission's rules of practice and procedure on or before September 26, 1963.

All future notices issued by or on behalf of the Commission in this proceed-

ing, including notice of time and place of hearing or prehearing conference, shall be mailed directly to all parties of record.

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

SEPTEMBER 10, 1963.

APPENDIX A

PACIFIC COAST-EUROPEAN CONFERENCE

[Pacific Coast-European Conference Tariff
No. 13]

Members effective 9/1/62

- Anglo Canadian Shipping Co., Ltd., 837 West Hastings Street, Vancouver 1, British Columbia, Canada.
- Canadian Occidental Shipping Co., Ltd., 837 West Hastings Street, Vancouver 1, British Columbia, Canada.
- Blue Star Line, Ltd. (Blue Star Line), The Blue Star Line, Inc., General Agents, Northern Life Tower, Seattle 1, Wash.
- Canadian Transport Co., Ltd., 1199 West Pender Street, Vancouver 1, British Columbia, Canada.
- Compagnie Generale Transatlantique (French Line), General Steamship Corp., Ltd., General Agents, 17 State Street, New York 4, N.Y.
- d'Amico Societa di Navigazione per Azioni (d'Amico Mediterranean Pacific Line), J. H. Winchester and Co., Inc., General Agents, 351 California Street, San Francisco 4, Calif.
- East Asiatic Co., Ltd. (The) (A/S Det Østasiatisk Kompagni East Asiatic Line), East Asiatic Co., Inc., General Agents, 465 California Street, San Francisco 4, Calif.
- Furness, Withy & Co., Ltd. (Furness Line), 310 Sansome Street, San Francisco 4, Calif.
- Hamburg-Amerika Linie (Hamburg American Line), United States Navigation Co., Inc., General Agents, 17 Battery Place, New York 4, N.Y.
- Hanseatic-Vassa Line, Williams Dimond & Co., General Agents, 215 Market Street, San Francisco 5, Calif.
- "Italia" Societa Per Azioni di Navigazione (Italian Line), 24 State Street, New York 4, N.Y.
- Italmavi Societa di Navigazione per Azioni (Italmavi Line), Transmarine Navigation Corp., 655 South Flower Street, Los Angeles 17, Calif.
- Mitsui Steamship Co., Ltd. (Mitsui Line), Mitsui Line Agencies, Inc., General Agents, 17 Battery Place, New York 4, N.Y.
- Norddeutscher Lloyd (North German Lloyd), United States Navigation Co., Inc., General Agents, 17 Battery Place, New York 4, N.Y.
- N. V. Nederlandsch-Amerikaansche Stoomvaart-Maatschappij (Holland-American Line), 32 Broadway, New York 6, N.Y.
- Fred. Olsen & Co. (Fred. Olsen Line), Fred. Olsen Line Agency, Ltd., General Agents, 465 California Street, San Francisco 4, Calif.
- Federiktiebolaget Nordstjernan (Johnson Line), Grace Line Inc., General Agents, 3 Hanover Square, New York, N.Y.
- Royal Mail Lines Ltd., 324 Sansome Street, San Francisco 4, Calif.
- Splosna Plovba, Monitor Steamship Agency, Inc., General Agents, 2 Pine Street, San Francisco 4, Calif.
- States Marine Lines, 90 Broad Street, New York 4, N.Y.
- Westfal-Larsen & Co., A/S (Interocean Line), 310 Sansome Street, San Francisco 4, Calif.
- Zim Israel Navigation Co., Ltd., Mediterranean Agencies, Inc., 42 Broadway, New York, N.Y.

Isbrandtsen Steamship Co., a division of American Export Lines, Inc., 26 Broadway, New York 5, N.Y.

[F.R. Doc. 63-9957; Filed, Sept. 17, 1963; 8:47 a.m.]

[Docket No. 1117]

PACIFIC COAST EUROPEAN CONFERENCE

Procedures for Hearing and Considering Shippers' Requests and Complaints; Amended Order of Investigation

The Pacific Coast European Conference, organized pursuant to Federal Maritime Commission Agreement No. 5200, is an association of common carriers by water operating from ports on the Pacific Coast of the United States to ports in the United Kingdom and Continental Europe, among others.

By Public Law 87-346 (75 Stat. 762, 764), section 15 of the Shipping Act, 1916 was amended to provide that:

The Commission shall disapprove any such agreement, after notice and hearing, on a finding * * * of failure or refusal to adopt and maintain reasonable procedures for promptly and fairly hearing and considering shippers' requests and complaints.

Upon consideration of the said agreement and protests from shippers complaining of failure of the conference to acknowledge, reply to, or consider complaints they have registered with the conference, it appears that the conference may have failed or refused to adopt and maintain reasonable procedures for promptly and fairly hearing and considering shippers' requests and complaints, in violation of section 15 of the Shipping Act, 1916.

Therefore, pursuant to sections 15 and 22 of the Shipping Act, 1916, the Commission hereby institutes on its own motion an investigation to determine whether the Pacific Coast European Conference and its member lines have violated section 15 by failing or refusing to adopt and maintain reasonable procedures for promptly and fairly hearing and considering shippers' requests and complaints, and/or whether the conference agreement (F.M.C. No. 5200) should be disapproved because of such failure or refusal.

The Pacific Coast European Conference and its member lines named in Appendix A, attached, are hereby made respondents in this proceeding and the matter is assigned for hearing before an Examiner of the Commission's Office of Hearing Examiners at a date and place to be announced by the Chief Examiner. A copy of this order shall be served upon all respondents and published in the FEDERAL REGISTER.

Any person, other than respondents, who desires to become a party to this proceeding and to participate herein, shall promptly notify the Secretary, Federal Maritime Commission, Washington 25, D.C., and shall file with the Secretary a petition for leave to intervene in accordance with rule 5(n) of the Commission's rules of practice and procedure on or before September 26, 1963.

All future notices issued by or on behalf of the Commission in this proceeding, including notice of time and place of hearing or prehearing conference, shall be mailed directly to all parties of record.

By order of the Commission.

[SEAL]

THOMAS LISI,
Secretary.

SEPTEMBER 10, 1963.

APPENDIX A

PACIFIC COAST-EUROPEAN CONFERENCE

[Pacific Coast-European Conference Tariff No. 13]

Members effective 9/1/62

Anglo Canadian Shipping Co., Ltd., 837 West Hastings Street, Vancouver 1, British Columbia, Canada.
Canadian Occidental Shipping Co., Ltd., 837 West Hastings Street, Vancouver 1, British Columbia, Canada.
Blue Star Line, Ltd. (Blue Star Line), The Blue Star Line, Inc., General Agents, Northern Life Tower, Seattle 1, Wash.
Canadian Transport Co., Ltd., 1199 West Pender Street, Vancouver 1, British Columbia, Canada.
Compagnie Generale Transatlantique (French Line), General Steamship Corp., Ltd., General Agents, 17 State Street, New York 4, N.Y.
d'Amico Societa di Navigazione per Azioni (di'Amico Mediterranean Pacific Line), J. H. Winchester and Co., Inc., General Agents, 351 California Street, San Francisco 4, Calif.
East Asiatic Co. Ltd. (The) (A/S Det Østasiatiske Kompagni East Asiatic Line), East Asiatic Co., Inc., General Agents, 465 California Street, San Francisco 4, Calif.
Furness, Withy & Co., Ltd., (Furness Line), 310 Sansome Street, San Francisco 4, Calif.
Hamburg-Amerika Linie (Hamburg American Line), United States Navigation Co., Inc., General Agents, 17 Battery Place, New York 4, N.Y.
Hanseatic-Vassa Line, Williams Dimond & Co., General Agents, 215 Market Street, San Francisco 5, Calif.
"Italia" Societa Per Azioni di Navigazione (Italian Line), 24 State Street, New York 4, N.Y.
Italmavi Societa di Navigazione per Azioni (Italmavi Line), Transmarine Navigation Corp., 655 South Flower Street, Los Angeles 17, Calif.
Mitsui Steamship Co., Ltd. (Mitsui Line), Mitsui Line Agencies, Inc., General Agents, 17 Battery Place, New York 4, N.Y.
Norddeutscher Lloyd (North German Lloyd), United States Navigation Co., Inc., General Agents, 17 Battery Place, New York 4, N.Y.
N. V. Nederlandsch-Amerikaansche Stoomvaart-Maatschappij (Holland-America Line), 32 Broadway, New York 6, N.Y.
Fred. Olsen & Co. (Fred. Olsen Line), Fred. Olsen Line Agency, Ltd., General Agents, 465 California Street, San Francisco 4, Calif.
Rederiaktiebolaget Nordstjernan (Johnson Line), Grace Line Inc., General Agents, 3 Hanover Square, New York, N.Y.
Royal Mail Lines, Ltd., 324 Sansome Street, San Francisco 4, Calif.
Splosna Plovba, Monitor Steamship Agency, Inc., General Agents, 2 Pine Street, San Francisco 4, Calif.
States Marine Lines, 90 Broad Street, New York 4, N.Y.
Westfal-Larsen & Co. A/S (Interocean Line), 310 Sansome Street, San Francisco 4, Calif.
Zim Israel Navigation Co., Ltd., Mediterranean Agencies, Inc., 42 Broadway, New York, N.Y.

Isbrandtsen Steamship Co., a division of American Export Lines, Inc., 26 Broadway, New York 5, N.Y.

[F.R. Doc. 63-9958; Filed, Sept. 17, 1963; 8:47 a.m.]

[Docket No. 1141]

SEA-LAND SERVICE, INC., PUERTO RICAN DIVISION

Bleaching Powder; Atlantic Coast Ports to Puerto Rico

It appearing, that there has been filed with the Federal Maritime Commission a tariff schedule naming increased rates of 65 cents per cubic foot or \$1.53 per hundred pounds, whichever produces the greater revenue to the carrier, on bleaching powder from United States Atlantic Coast ports to ports in Puerto Rico to become effective September 3, 1963, designated as follows:

SEA-LAND SERVICE, INC., PUERTO RICAN DIVISION

Outward Freight Tariff No. 2, FMC-F No. 3 (Pan-Atlantic Steamship Corporation FMC-F Series), 3d Revised Page 91

and

It further appearing, that upon consideration of the said schedule, there is reason to believe that the said increased rates, if permitted to become effective, would result in rates, charges, regulations, and/or practices which would be unjust, unreasonable, or otherwise unlawful in violation of the Shipping Act, 1916, as amended, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing, that, the Commission is of the opinion that the new rates should be made the subject of a public investigation and hearing to determine whether they are unjust, unreasonable, or otherwise unlawful under the Shipping Act, 1916, as amended, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing, that the effective date of the said rates should be suspended pending such investigation;

Now therefore it is ordered, That an investigation be, and it is hereby, instituted into and concerning the lawfulness of the proposed "Bleaching Powder" rates contained in the said schedule, with a view to making such findings and orders in the premises as the facts and circumstances shall warrant; and

It is further ordered, That the aforementioned rates on bleaching powder be, and they are hereby suspended and that the use thereof be, and it is hereby deferred to and including January 2, 1964, unless otherwise authorized by the Commission, and that the rates fares, charges, rules, regulations and/or practices heretofore in effect, and which were to be changed by the suspended rates shall remain in effect during the period of suspension; and

It is further ordered, That no change shall be made in the matter hereby suspended nor the matter which is continued in effect as a result of such suspension until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, which-

ever first occurs unless otherwise authorized by the Commission; and

It is further ordered, That there shall be filed immediately with the Commission by Sea-Land Service, Inc., Puerto Rican Division a consecutively numbered supplement to the aforesaid tariff, which supplement shall bear no effective date, shall reproduce the portion of this order wherein the suspended matter is described, and shall state that the aforesaid rates are suspended and may not be used until the 3d day of January 1964, unless otherwise authorized by the Commission; and that the rates heretofore in effect, and which were to be changed by the suspended rates shall remain in effect during the period of suspension, and neither the matter suspended, nor the matter which is continued in effect as a result of such suspension, may be changed until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs, unless otherwise authorized by the Commission; and

It is further ordered, That copies of this order shall be filed with the said tariff schedule in the Bureau of Domestic Regulation of the Federal Maritime Commission; and

It is further ordered, That (I) the investigation herein ordered be assigned for public hearing by the Chief Examiner, before an examiner of the Commission's Office of Hearing Examiners, at a date and place to be announced; (II) Sea-Land Service, Inc., Puerto Rican Division be and it is hereby made respondent in this proceeding; (III) a copy of this order shall forthwith be served upon said respondent; (IV) the said respondent be duly notified of the time and place of the hearing herein ordered; and (V) this order and notice of the said hearing be published in the FEDERAL REGISTER.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 201.74).

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

AUGUST 29, 1963.

[F.R. Doc. 63-9959; Filed, Sept. 17, 1963;
8:47 a.m.]

[Docket No. 1139]

SOUTH ATLANTIC AND CARIBBEAN LINE, INC.

Rate Changes in the Puerto Rico/ South Atlantic Trade

It appearing, that there have been filed with the Federal Maritime Commission by South Atlantic & Caribbean Line, Inc. a new Tariff No. 6, FMC-F No. 6 to become effective September 4, 1963 which tariff cancels FMC-F No. 1 in part and names rates from Puerto Rico to Florida; and

It further appearing, that, the new tariff contains provisions which result in rate changes on commodities as hereafter named on the following pages:

Original page 6—Agricultural implements, other than hand, N.O.S. and parts; beverages, N.O.S.;

Original page 7—Cargo, N.O.S., Hazardous; Coconuts in bags not exceeding 8 cubic feet, and in half bags not exceeding 4 cubic feet;

Original page 13—Personal effects, in cases or crates;

Original page 14—Tobacco, leaf, in barrels, cases or crates; and

It further appearing, that upon consideration of the said tariff, there is reason to believe that the said changes, if permitted to become effective, would result in rates, charges, regulations, and/or practices which would be unjust, unreasonable, or otherwise unlawful in violation of the Shipping Act, 1916, as amended, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing, that, the Commission is of the opinion that the changes should be made the subject of a public investigation and hearing to determine whether they are unjust, unreasonable, or otherwise unlawful under the Shipping Act, 1916, as amended or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing, that the effective date of the said change should be suspended pending such investigation;

Now therefore it is ordered, That an investigation be, and it is hereby, instituted into and concerning the lawfulness of the proposed changes contained in the said schedules, with a view to making such findings and orders in the premises as the facts and circumstances shall warrant; and

It is further ordered, That the rates on the aforementioned commodities be, and they are hereby suspended and that the use thereof be, and it is hereby deferred to and including January 3, 1964, unless otherwise authorized by the Commission, and that the rates, fares, charges, rules, regulations and/or practices heretofore in effect, and which were to be changed by the suspended matter, shall remain in effect during the period of suspension; and

It is further ordered, That no change shall be made in the matter hereby suspended nor the matter which is continued in effect as a result of such suspension until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs unless otherwise authorized by the Commission; and

It is further ordered, That there shall be filed immediately with the Commission by South Atlantic & Caribbean Line, Inc. a consecutively numbered supplement to the aforesaid tariff, which supplement shall bear no effective date, shall reproduce the portion of this order wherein the suspended matter is described, and shall state that the aforesaid rates are suspended and may not be used until the 4th day of January, 1964, unless otherwise authorized by the Commission; and that the rates heretofore in effect, and which were to be changed by

the suspended rates shall remain in effect during the period of suspension, and neither the matter suspended, nor the matter which is continued in effect as a result of such suspension, may be changed until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs, unless otherwise authorized by the Commission; and

It is further ordered, That copies of this order shall be filed with the said tariff schedule in the Bureau of Domestic Regulation of the Federal Maritime Commission; and

It is further ordered, That (I) the investigation herein ordered be assigned for public hearing by the Chief Examiner, before an examiner of the Commission's Office of Hearing Examiners, at a date and place to be announced; (II) South Atlantic & Caribbean Line, Inc. be and it is hereby made respondent in this proceeding; (III) a copy of this order shall forthwith be served upon said respondent; (IV) the said respondent be duly notified of the time and place of the hearing herein ordered; and (V) this order and notice of the said hearing be published in the FEDERAL REGISTER.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 201.74).

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

AUGUST 29, 1963.

[F.R. Doc. 63-9960; Filed, Sept. 17, 1963;
8:47 a.m.]

[Docket No. 1132; Tariff No. 832; FMC-F
No. 114]

ALASKA STEAMSHIP CO.

First Supplemental Order

It appearing, that by order dated August 1, 1963 the Commission instituted an investigation into and concerning the lawfulness of Alaska Steamship Company Tariff No. 832, FMC-F No. 114 and made Alaska Steamship Company respondent in this proceeding; and

It further appearing, that Alaska Steamship Company has filed with the Federal Maritime Commission 1st Revised Page No. 41 to the aforementioned tariff to become effective September 5, 1963, naming increased rates on "Cigars, Cigarettes, Tobacco and Snuff" between Seattle and Tacoma, Washington and ports in Southeastern Alaska; and

It further appearing, that upon consideration of the said schedule there is reason to believe that the said increased rates if permitted to become effective, would result in rates, and/or charges, which would be unjust, unreasonable, or otherwise unlawful in violation of the Shipping Act, 1916, as amended, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing, that, the Commission is of the opinion that the tariff revisions should be made the subject of a public investigation and hearing to determine whether they are unjust, unreasonable, or otherwise unlawful under the Shipping Act, 1916, as amended, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing, that the effective date of the said revisions should be suspended pending such investigation;

Now therefore it is ordered, That, this proceeding be, and it is hereby, expanded to include, in addition to matters generally now under investigation herein, a specific investigation into and a hearing concerning the proposed changes with a view to making such findings and orders in the premises as the facts and circumstances shall warrant; and

It is further ordered, That Item No. 335, on 1st Revised Page 41 of the aforementioned tariff be, and it is hereby suspended, and that the use thereof be, and it is hereby deferred to and including January 4, 1964, unless otherwise authorized by the Commission, and that the rates, and/or charges, heretofore in effect, and which were to be changed by the suspended matter, shall remain in effect during the period of suspension; and

It is further ordered, That no change shall be made in the matter hereby suspended nor the matter which is continued in effect as a result of such suspension until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs unless otherwise authorized by the Commission; and

It is further order, That there shall be filed immediately with the Commission by Alaska Steamship Company a consecutively numbered supplement to the aforesaid tariff, which supplement shall bear no effective date, shall reproduce the portion of this order wherein the suspended matter is described, and shall state that the aforesaid rates are suspended and may not be used until the 5th day of January 1964, unless otherwise authorized by the Commission; and that the rate heretofore in effect, and which was to be changed by the suspended rate shall remain in effect during the period of suspension, and neither the matter suspended, nor the matter which is continued in effect as a result of such suspension, may be changed until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs, unless otherwise authorized by the Commission; and

It is further ordered, That copies of this order shall be filed with the said tariff schedule in the Bureau of Domestic Regulation of the Federal Maritime Commission; and

It is further ordered, That (I) the investigation herein ordered be assigned for public hearing by the Chief Examiner, before an examiner of the Commission's Office of Hearing Examiners, at a date and place to be announced; (II) a copy of this order shall forthwith be

served upon the respondent; (III) the said respondent be duly notified of the time and place of the hearing herein ordered; and (IV) this order and notice of the said hearing be published in the FEDERAL REGISTER.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 201.74).

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

SEPTEMBER 4, 1963.

[F.R. Doc. 63-9955; Filed, Sept. 17, 1963;
8:47 a.m.]

[Docket No. 1140]

MATSON NAVIGATION CO. ET AL.
**Reduced Pineapple Rates; Hawaii/
U.S. Atlantic and Gulf Trade**

It appearing, that there has been filed with the Federal Maritime Commission a tariff schedule resulting in reduced rates on "Pineapple, fresh, refrigerated but not frozen" to become effective September 1, 1963, designated as follows: Matson Navigation Company, Freight Tariff No. 3-P, FMC-F No. 124, Fifth Revised Page 22; and

It further appearing, that Isthmian Lines, Inc. and United States Lines Company (American Pioneer Line) are named as participating carriers in the aforementioned tariff; and

It further appearing, that upon consideration of the said schedule, there is reason to believe that the said reduced rates, if permitted to become effective, would result in rates, charges, regulations and/or practices which would be unjust, unreasonable, or otherwise unlawful in violation of the Shipping Act, 1916, as amended, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing, that the Commission is of the opinion that the tariff revisions should be made the subject of a public investigation and hearing to determine whether they are unjust, unreasonable, or otherwise unlawful under the Shipping Act, 1916, as amended or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing, that the effective date of the said revisions should be suspended pending such investigation;

Now therefore it is ordered, That an investigation be, and it is hereby, instituted into and concerning the lawfulness of the proposed pineapple rates contained in the said schedule, with a view to making such findings and orders in the premises as the facts and circumstances shall warrant; and

It is further ordered, That the rates of \$3.84 and \$3.72 in Item No. 145 on Fifth Revised Page 22, be and they are hereby suspended and that the use thereof be, and it is hereby deferred to and including December 31, 1963, unless otherwise

authorized by the Commission, and that the rates, fares, charges, rules, regulations and/or practices heretofore in effect, and which were to be changed by the suspended matter, shall remain in effect during the period of suspension; and

It is further ordered, That no change shall be made in the matter hereby suspended nor the matter which is continued in effect as a result of such suspension until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs unless otherwise authorized by the Commission; and

It is further ordered, That there shall be filed immediately with the Commission by Matson Navigation Company a consecutively numbered supplement to the aforesaid tariff, which supplement shall bear no effective date, shall reproduce the portion of this order wherein the suspended matter is described, and shall state that the aforesaid rates are suspended and may not be used until the 1st day of January, 1964, unless otherwise authorized by the Commission; and that the rates heretofore in effect, and which were to be changed by the suspended rates shall remain in effect during the period of suspension, and neither the matter suspended, nor the matter which is continued in effect as a result of such suspension, may be changed until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs, unless otherwise authorized by the Commission; and

It is further ordered, That copies of this order shall be filed with the said tariff schedule in the Bureau of Domestic Regulation of the Federal Maritime Commission; and

It is further ordered, That (I) the investigation herein ordered be assigned for public hearing by the Chief Examiner, before an examiner of the Commission's Office of Hearing Examiners, at a date and place to be announced; (II) Matson Navigation Company, Isthmian Lines, Inc. and United States Lines Company (American Pioneer Lines) be and they are hereby made respondents in this proceeding; (III) a copy of this order shall forthwith be served upon said respondents; (IV) the said respondents be duly notified of the time and place of the hearing herein ordered; and (V) this order and notice of the said hearing be published in the FEDERAL REGISTER.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 201.74).

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

AUGUST 30, 1963.

[F.R. Doc. 63-9956; Filed, Sept. 17, 1963;
8:47 a.m.]

FEDERAL POWER COMMISSION

[Docket No. AR61-2 etc.]

AREA RATE PROCEEDING ET AL.

Erratum Notice

SEPTEMBER 5, 1963.

Area Rate Proceeding, Docket No. AR61-2; Amerada Petroleum Company, et al., Docket Nos. RI62-505, et al.

In the order redesignating proceedings, severing certain rate suspension and certificate proceedings, adding and deleting respondents, and consolidating proceedings, issued August 30, 1963 and published in the FEDERAL REGISTER on September 6, 1963 (F.R. Doc. 63-9528; 28 F.R. 9796-9799) in revised Appendix C, page 9798, near bottom of page delete "Southeastern Public Service Company, RI63-361***".

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-9926; Filed, Sept. 17, 1963;
8:45 a.m.]

[Docket Nos. G-3000 etc.]

EDWIN G. BRADLEY

Erratum Notice

SEPTEMBER 6, 1963.

Edwin G. Bradley (formerly J. M. Huber Corporation), et al., Docket Nos. G-3000, et al.; Cenard Oil & Gas Co. (formerly Chicago Stock Research Company (Operator), et al.), Docket No. G-6256.

In the notice of applications for certificates, abandonment of service and petitions to amend certificates, issued August 12, 1963 and published in the FEDERAL REGISTER August 17, 1963 (F.R. Doc. 63-8759; 28 F.R. 8479-8480) in the Chart, line 11, Docket No. G-6256, change the price to read "23.25¢" in lieu of "25.25¢".

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-9927; Filed, Sept. 17, 1963;
8:45 a.m.]

FEDERAL RESERVE SYSTEM

DENVER U.S. BANCORPORATION, INC.

Order Granting Request for Oral Argument

In the matter of the application of Denver U.S. Bancorporation, Inc., Denver, Colorado, pursuant to section 3 of the Bank Holding Company Act of 1956 (BHC-68).

Protesting Banks in the above-entitled matter having requested that the same be set down for oral argument before the Board; the Board having considered fully Applicant's reply to the said request for oral argument, *It is ordered*, That Protesting Banks' request be, and it hereby is, granted.

It is further ordered, That said oral argument shall be public and shall be held commencing at 10 a.m. on September

20, 1963, in Room 1202 of the Federal Reserve Building, 20th and Constitution Avenue NW., Washington, D.C.; that participation in the oral argument shall be limited to counsel for Protesting Banks and Applicant, and to representatives of appropriate governmental authorities.

Dated at Washington, D.C., this 12th day of September 1963.

By order of the Board of Governors.

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 63-9936; Filed, Sept. 17, 1963;
8:45 a.m.]

FIRST COLORADO BANKSHARES, INC.

Order Granting Request for Oral Argument

In the matter of the application of First Colorado Bankshares, Inc., Englewood, Colorado, pursuant to section 3 of the Bank Holding Company Act of 1956 (BHC-69).

Protesting banks in the above-entitled matter having requested that the same be set down for oral argument before the Board; the Board having considered fully Applicant's reply to the said request for oral argument, *It is ordered*, That protesting Banks' request be, and it hereby is, granted.

It is further ordered, That said oral argument shall be public and shall be held commencing at 2 p.m. on September 20, 1963, in Room 1202 of the Federal Reserve Building, 20th and Constitution Avenue, NW., Washington, D.C.; that participation in the oral argument shall be limited to counsel for protesting banks and applicant, and to representatives of appropriate governmental authorities.

Dated at Washington, D.C., this 12th day of September 1963.

By order of the Board of Governors.

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 63-9937; Filed, Sept. 17, 1963;
8:45 a.m.]

OTTO BREMER CO.

Order Granting Determination Under Bank Holding Company Act

In the matter of the application of Otto Bremer Company for a determination pursuant to section 4(c) (6) of the Bank Holding Company Act of 1956 (Docket No. BHC-70).

The Otto Bremer Company, St. Paul, Minnesota, a bank holding company within the meaning of section 2(a) of the Bank Holding Company Act of 1956 (12 U.S.C. sec. 1841(a)), has filed a request for a determination by the Board of Governors of the Federal Reserve System that six corporations proposed to be formed and their activities are of the kind described in section 4(c) (6) of the Act and § 222.5(b) of the Board's Regulation Y (12 CFR 222.5(b)), so as to make it unnecessary for the prohibitions of section 4 of the Act with respect to

acquisition and retention of shares in nonbanking organizations to apply in order to carry out the purposes of the Act.

The proposed corporations as to which a determination is requested are: Alex State Agency, Inc., Alexandria, Minnesota, Detroit State Agency, Inc., Detroit Lakes, Minnesota, Farmers & Merchants Breckenridge Agency, Inc., Breckenridge, Minnesota, Lisbon Insurance Agency, Inc., Lisbon, North Dakota, Polk County State Agency, Inc., Crookston, Minnesota, and Walsh County Insurance Agency, Inc., Grafton, North Dakota.

A hearing was ordered pursuant to section 4(c) (6) of the Act and conducted in accordance with §§ 222.5(b) and 222.7(a) of the Board's Regulation Y and with the provisions of the Board's rules of practice for formal hearings (12 CFR 263). On August 9, 1963, the Hearing Examiner filed his report and recommended decision¹ wherein he recommended that the request with respect to the said six corporations be approved, and the time for filing with the Board exceptions and brief to the recommended decision of the Hearing Examiner has expired and no exceptions or brief have been filed. The Board, having given due consideration to all relevant aspects of the matter, hereby adopts the findings of fact, conclusions of law, and recommendations as set forth in the Hearing Examiner's report and recommended decision. Accordingly,

It is hereby ordered, On the basis of the findings of fact and conclusions of law hereinbefore adopted, that Alex State Agency, Inc., Detroit State Agency, Inc., Farmers & Merchants Breckenridge Agency, Inc., Lisbon Insurance Agency, Inc., Polk County State Agency, Inc., and Walsh County Insurance Agency, Inc., and their activities are determined to be so closely related to the business of banking or of managing or controlling banks as to be a proper incident thereto and as to make it unnecessary for the prohibitions of section 4 of the Bank Holding Company Act of 1956 to apply in order to carry out the purposes of that Act, and, therefore, Applicant's request with respect to the said six corporations shall be, and hereby is, granted: *Provided*, That this determination shall be subject to revocation by the Board if the facts upon which it is based should substantially change in such a manner as to make the reasons for such determination no longer applicable.

Dated at Washington, D.C., this 11th day of September 1963.

By order of the Board of Governors.²

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 63-9928; Filed, Sept. 17, 1963;
8:45 a.m.]

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington 25, D.C., or to the Federal Reserve Bank of Minneapolis.

² Voting for this action: Chairman Martin, and Governors Balderston, Robertson, Shepardson, and King. Absent and not voting: Governors Mills and Mitchell.

SMALL BUSINESS ADMINISTRATION

[Disaster Area 446]

PENNSYLVANIA

Declaration of Disaster Area

Whereas, it has been reported that during the month of September 1963, because of the effects of certain disasters, damage resulted to residences and business property located in Elk County in the State of Pennsylvania;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act, as amended,

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the Offices below indicated from persons or firms whose property, situated in the aforesaid County and areas adjacent thereto, suffered damage or destruction resulting from tornado and accompanying conditions occurring on or about September 3, 1963.

OFFICES

Small Business Administration Regional Office, 1015 Chestnut Street, Philadelphia, Pa.

Small Business Administration Branch Office, 107 Sixth Street, Pittsburgh, Pa.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent March 31, 1964.

Dated: September 4, 1963.

EUGENE P. FOLEY,
Administrator.

[F.R. Doc. 63-9933; Filed, Sept. 17, 1963; 8:45 a.m.]

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator

ACTING REGIONAL ADMINISTRATOR
ET AL., REGION V (FORT WORTH)

Designations

The officers appointed to the following listed positions in Region V (Fort Worth), are hereby designated to serve as Acting Regional Administrator, Region V, during the absence of the Regional Administrator, with all the powers, functions, and duties delegated or assigned to the Regional Administrator, provided that no officer is authorized to serve as Acting Regional Administrator unless all other officers whose titles precede his in this designation are unable to act by reason of absence:

1. Deputy Regional Administrator.
2. Regional Counsel.
3. Regional Director of Urban Renewal.
4. Regional Director of Community Facilities.
5. Director, Community Requirements Branch.

The officers appointed to the positions in Region V (Fort Worth) listed under 1, 2, and 3 below are hereby designated to serve as the Acting Regional Director as specified below during the absence of the Regional Director of Community Facilities, the Regional Director of Urban Renewal, or the Regional Director of Administration, respectively, with all the powers, functions, and duties redelegated or assigned to the respective Regional Director, provided that no officer is authorized to serve as Acting Regional Director unless all other officers who titles precede his in the respective designations below are unable to act by reason of absence:

1. Acting Regional Director of Community Facilities:
 - a. Deputy Regional Director of Community Facilities.
 - b. Chief, Public Facilities Operations Staff.
2. Acting Regional Director of Urban Renewal:
 - a. Deputy Regional Director of Urban Renewal.
 - b. Assistant Regional Director for Special Programs, Urban Renewal Branch.
 - c. Chief, Operations Staff, Urban Renewal Branch.
 - d. Fiscal Management Officer, Urban Renewal Branch.
3. Acting Regional Director of Administration:
 - a. Head, Budget and Management Section, Administrative Branch.

This designation supersedes the designation effective May 30, 1963 (Housing and Home Finance Administrator's delegation effective May 4, 1962 (27 F.R. 4319)) (28 F.R. 5399, May 30, 1963).

Effective as of the 1st day of August 1963.

[SEAL] W. W. COLLINS,
Regional Administrator,
Region V.

[F.R. Doc. 63-9951; Filed, Sept. 17, 1963; 8:46 a.m.]

TARIFF COMMISSION

CARPETS AND RUGS

Report to the President

SEPTEMBER 13, 1963.

The U.S. Tariff Commission today submitted to the President a report, under section 351(d)(1) of the Trade Expansion Act of 1962, on developments in the trade in Wilton and velvet carpets and rugs. Following an escape-clause investigation by the Tariff Commission under section 7 of the Trade Agreements Extension Act of 1951, the President, by proclamations dated March 19 and 27, 1962, increased the rate of duty on Wilton and velvet carpets and rugs, effective

after the close of business on June 17, 1962. Section 351(d)(1) of the Trade Expansion Act of 1962 provides that—

So long as any increase in, or imposition of, any duty or other import restriction pursuant to this section or pursuant to section 7 of the Trade Agreements Extension Act of 1951 remains in effect, the Tariff Commission shall keep under review developments with respect to the industry concerned, and shall make annual reports to the President concerning such developments.

The report issued today presents statistical data and other information with respect to Wiltons and velvets, with emphasis on developments that have occurred since the Commission reported to the President in August and December 1961 on its escape-clause investigation of such carpets and rugs.

Copies of the Commission's report (the release of which was authorized by the President) are available upon request as long as the limited supply lasts. Requests should be addressed to the Secretary, U.S. Tariff Commission, Eighth and E Streets NW, Washington, D.C., 20436.

[SEAL]

DONN N. BENT,
Secretary.

[F.R. Doc. 63-9938; Filed, Sept. 17, 1963; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

SEPTEMBER 13, 1963.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. 19952 (extension) filed August 2, 1963, published in FEDERAL REGISTER issue, August 14, 1963, extended September 4, 1963, and republished as extended this issue. Applicant: ELLIS B. WEBSTER, 400 East Fourth Street, Leadville, Colo. Applicant's attorney: John H. Lewis, 1650 Grant Street Building, Denver, Colo., 80203. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of (1) timber, steel, steel sets, mine supplies and miscellaneous supplies, from Red

Cliff and Leadville, Colo., to the sites both east and west portals of the Homestake Tunnel project, one portal being in Lake County, Colo., and one portal being in Pitkin County, Colo., and (2) *household goods*, between points within a ten (10) mile radius of Leadville, Colo.

NOTE: Applicant states authority is sought in (1) above to transport the same commodities between the same points in interstate as well as intrastate commerce, however, in (2), only intrastate authority is sought. The purpose of this republication is to add (2), show territorial scope sought in (1) and (2), and indicate the ½ hour change in hearing time.

HEARING: September 19, 1963, at 10:30 a.m., in Room 532, State Services Building, 1525 Sherman Street, Denver, Colo.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Colorado Public Utilities Commission, State Services Building, 1525 Sherman Street, Denver 3, Colo., and should not be directed to the Interstate Commerce Commission.

State Docket No. 71-174-M, filed July 26, 1963. Applicant: J & H TRUCK LINES, INC., 1442 North Hillside, Wichita, Kans. Applicant's representative: Middlewest Motor Freight Bureau, Agent, Post Office Drawer 647, Kansas City 41, Mo. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities* (except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment), between Wichita, Kans., and Coffeyville, Kans., serving to, from and between all intermediate points, from Wichita, Kans., thence southeasterly via Kansas Highway 15 to Udall, Kans., thence south via County Road No. 3, to its intersection with U.S. Highway 160, thence via U.S. Highway 160 to its intersection with U.S. Highway 169, approximately seven (7) miles east of Independence, Kans., thence south via U.S. Highway 169 to its intersection with U.S. Highway 166, at Coffeyville, Kans., thence west via U.S. Highway 166 to its intersection with U.S. Highway 77 at Arkansas City, Kans., thence north via U.S. Highway 77 to Winfield, Kans., and return over the same route; and (2) from Arkansas City, Kans., thence west via U.S. Highway 166 to its intersection with Interstate Highway 35, thence north via Interstate Highway 35 to Wichita, Kans., as an alternate route for operating convenience only. This applicant seeks concurrent motor carrier authorization in interstate or foreign commerce under section 206(a)(6) of the Interstate Commerce Act as amended October 15, 1963.

HEARING: October 30 and 31, 1963, at 10:00 a.m., in the Donahoe Hotel, 100 North Summit, Arkansas City, Kans.

Request for procedural information, including the time for filing protests, concerning this application should be addressed to the Kansas State Corporation Commission, State Office Building, Motor Carrier Division, Topeka, Kans.,

and should not be addressed to the Interstate Commerce Commission.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 63-9946; Filed, Sept. 17, 1963; 8:46 a.m.]

[Notice No. 271]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

SEPTEMBER 13, 1963.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 629 (Deviation No. 11), HELM'S EXPRESS, INC., 1010 Lincoln Highway, West Irwin, Pa., filed September 5, 1963. Attorney: Richard J. Smith, 1515 Park Building, Pittsburgh 22, Pa. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 30 and unnumbered Pennsylvania four lane highway known as the Downingtown-Coatesville Bypass west of Coatesville, Pa. over said Downingtown-Coatesville Bypass to junction U.S. Highway 30 east of Downingtown, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between junction U.S. Highway 30 and said Downingtown-Coatesville Bypass over U.S. Highway 30 through Coatesville, and Downingtown, to junction with Downingtown-Coatesville Bypass.

No. MC 21170 (Deviation No. 2), BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa, filed September 3, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Chicago, Ill., over U.S. Highway 20 to Waterloo, Iowa, and return over the same route, for operating convenience only. The notice indicates that the carrier presently is authorized to

transport the same commodities over pertinent service routes as follows: From Chicago over Illinois Highway 64 to St. Charles, Ill., thence over Illinois Highway 31 to Geneva, Ill., thence over Alternate U.S. Highway 30 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Iowa Highway 131, thence over Iowa Highway 131 to Belle Plaine, Iowa, thence over Iowa Highway 212 to junction U.S. Highway 30, thence over U.S. Highway 30 to Missouri Valley, Iowa, thence over U.S. Highway 30 to Kearney, Nebr.; from Waterloo over U.S. Highway 218 to Iowa City, Iowa, and return over the same routes.

No. MC 65580 (Deviation No. 1), MUSHROOM TRANSPORTATION COMPANY, INC., 6921 Castor Avenue, Philadelphia, Pa., filed September 6, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Baltimore, Md., over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to Philadelphia, Pa., thence over the Pennsylvania Turnpike to junction the Pennsylvania Turnpike North East Extension, thence over the Pennsylvania Turnpike North East Extension to junction Interstate Highway 81, thence over Interstate Highway 81 to junction Interstate Highway 90 (New York Thruway), thence over Interstate Highway 90 to Buffalo, N.Y., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Baltimore over U.S. Highway 1 to Philadelphia, thence over U.S. Highway 309 to Wilkes Barre, Pa., thence over U.S. Highway 11 to Syracuse, N.Y., thence over New York Highway 5 to Elbridge, N.Y., thence over New York Highway 31-C to Jordan, N.Y., thence over New York Highway 31 to Rochester, N.Y., thence over New York Highway 33 via Batavia, N.Y., to Buffalo (also from Syracuse, N.Y. over New York Highway 5 to Batavia, and thence to Buffalo, as specified above), and return over the same route.

No. MC 106943 (Deviation No. 5), EASTERN EXPRESS, INC., 1450 Wabash Avenue, Terre Haute, Ind., filed September 1, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Davenport, Iowa, over Interstate Highway 80 to junction Interstate Highway 80S, thence over Interstate Highway 80S to Harrisburg, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier presently is authorized to transport the same commodities over pertinent service route as follows: From Peoria, Ill., over U.S. Highway 150 to Galesburg, Ill., from Galesburg over U.S. Highway 150 to Moline, Ill.; from Peoria over U.S. Highway 24 to Chenoa, Ill., thence over unnumbered highway (formerly U.S. Highway 66) to junction U.S. Highway 66, thence over U.S. Highway 66 to junction unnumbered highway south of Pontiac, Ill. (formerly U.S. Highway 66), thence over

unnumbered highway via Pontiac to junction U.S. Highway 66, thence over U.S. Highway 66 to Gardner, Ill., thence over Alternate U.S. Highway 66 to junction U.S. Highway 66, thence over U.S. Highway 66 to Chicago, Ill.; from Peoria over Illinois Highway 116 to Pontiac, thence to Chicago as specified immediately above; from Annawan, Ill., over U.S. Highway 6 to Sheffield, Ill.; from Sheffield over U.S. Highway 34 to Chicago; from Chicago over Illinois Highway 1A (formerly Illinois Highway 1) to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 30N, east of Delphos, Ohio, thence over U.S. Highway 30N to Beaver Dam, Ohio; from Beaver Dam over U.S. Highway 30N to Mansfield, Ohio, thence over U.S. Highway 30 via Pittsburgh, Pa., to Irwin, Pa., thence over the Pennsylvania Turnpike to junction U.S. Highway 11 (Middlesex Toll Gate), thence over U.S. Highway 11 to Harrisburg, and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 29957 (Deviation No. 1), CONTINENTAL SOUTHERN LINES, INC., Box 4407, Alexandria, La., filed September 6, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From junction U.S. Highways 64 and 70, over U.S. Highway 70 to junction Interstate Highway 40 (approximately 2 miles east of Union, Tenn.), thence over Interstate Highway 40 to junction Tennessee Highway 20 (approximately 4 miles northwest of Jackson), thence over Tennessee Highway 20 to Jackson, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From junction U.S. Highways 64 and 70 over U.S. Highway 64 to Whiteville, Tenn., thence over Tennessee Highway 100 to junction Tennessee Highway 18, thence over Tennessee Highway 18 to junction U.S. Highway 45, thence over U.S. Highway 45 to Jackson, and return over the same route.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-9947; Filed, Sept. 17, 1963;
8:46 a.m.]

[Notice No. 561]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

SEPTEMBER 13, 1963.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and pre-hearing conferences will be called at 9:30 a.m., United States standard time or 9:30

o'clock a.m., local daylight saving time, if that time is observed, unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 531 (Sub-No. 137), filed August 15, 1963. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Houston 21, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Transformer oil*, in bulk, in tank truck vehicles, from Port Arthur, Tex., to points in Arkansas, Kentucky and Tennessee.

NOTE: Common control may be involved.

HEARING: October 18, 1963, at the Federal Building and U.S. Courthouse, 515 Rusk Street, Houston, Tex., before Examiner William J. Cave.

No. MC 2202 (Sub-No. 252), filed May 27, 1963. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Akron, Ohio. Applicant's representative: P. G. Whitmore (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Harrisburg, Pa., and Baltimore, Md., from Harrisburg over U.S. Highway 111 to Baltimore, and return over the same route, serving York, Pa., as an intermediate point.

HEARING: October 25, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Gerald F. Colfer.

No. MC 25798 (Sub-No. 101), filed September 4, 1963. Applicant: CLAY HYDER TRUCKING LINES, INC., Post Office Box 1075, Dade City, Fla. Applicant's attorney: Thomas F. Kilroy, 1815 H Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Belvidere, Ill., to points in Indiana, Michigan, Ohio, West Virginia, Virginia, Maryland, Delaware, New Jersey, Pennsylvania, New York, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine.

HEARING: October 16, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Jerry F. Laughlin.

No. MC 25798 (Sub-No. 102), filed September 4, 1963. Applicant: CLAY HYDER TRUCKING LINES, INC., Post Office Box 1075, Dade City, Fla. Applicant's attorney: Thomas F. Kilroy, 1815 H Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Belvidere, Ill., to points in Kentucky, North Carolina, South Carolina, Alabama, Florida, Tennessee (except Memphis Commercial Zone), Mississippi, Louisiana, and Georgia.

HEARING: October 16, 1963, at the Offices of the Interstate Commerce Com-

mission, Washington, D.C., before Examiner Jerry F. Laughlin.

No. MC 11220 (Sub-No. 82), filed August 23, 1963. Applicant: GORDONS TRANSPORTS, INC., 185 West McLe-more, Memphis, Tenn. Applicant's attorney: James W. Wrape, Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk and those requiring special equipment), between Savannah, Tenn., and Florence, Ala., from Savannah over Tennessee Highway 69 to the Tennessee-Alabama State line, thence over Alabama Highway 20 to Florence, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's regular route operations.

NOTE: Applicant states that no service will be rendered at Florence; service at such point is to be restricted to joinder only with applicant's presently authorized regular routes. Common control may be involved.

HEARING: October 24, 1963, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 106.

No. MC 15735 (Sub-No. 20), filed August 7, 1963. Applicant: ALLIED VAN LINES, INC., 25th Avenue at Roosevelt Road, Broadview, Ill. Applicant's attorney: Gerald M. Robison, 1725 K Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Voting machines*, from points in New York to points in the United States.

NOTE: Applicant states voting machines to be serviced or repaired at their point of manufacture within the State of New York will be transported on return.

HEARING: October 25, 1963, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Garland E. Taylor.

No. MC 19201 (Sub-No. 120), filed July 24, 1963. Applicant: PENNSYLVANIA TRUCK LINES, INC., 110 South Main Street, Pittsburgh 20, Pa. Applicant's attorney: Robert H. Griswold, Commerce Building (Post Office Box 432), Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Coal*, having an immediately prior movement by rail in rail car, from Retsof, N.Y., to Sonyea, N.Y., from the property of the Genesee & Wyoming Railroad at or near Retsof, N.Y., over unnumbered highway (Retsof Road) to junction New York Highway 63, thence over New York Highway 63 to junction New York Highway 36, thence over New York Highway 36 to the site of Craig Colony (New York State Hospital) at Sonyea, N.Y., and return over the same route, serving no intermediate points.

NOTE: Common control may be involved. Applicant is also authorized to conduct operations as a contract carrier in MC 118779; therefore, dual operations may be involved.

HEARING: November 8, 1963, at the Federal Building, Albany, N.Y., before Examiner Garland E. Taylor.

No. MC 28573 (Sub-No. 23), filed August 23, 1963. Applicant: GREAT NORTHERN RAILWAY COMPANY, a corporation, 175 East Fourth Street, St. Paul 1, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bags and in bulk, from stations and cement storage facilities situated on applicant's lines of railroad at points in Wisconsin, Minnesota, North Dakota, Montana, and Idaho, to points within twenty-five (25) air miles of those lines, and *rejected shipments or returned shipments*, of cement on return.

NOTE: Applicant states the proposed service will be limited to service which is auxiliary to or supplemental of applicant's rail service. It is further noted that common control may be involved.

HEARING: September 30, 1963, in Room 393, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Examiner Wm. N. Culbertson.

No. MC 46280 (Sub-No. 51), filed May 17, 1963. Applicant: DARLING FREIGHT, INC., 4000 Division Avenue South, Grand Rapids, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, and except Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), between the plant site of the DeVilbiss Company, located in Van Buren Township, Belleville, Wayne County, Mich., on the one hand, and, on the other, Omaha, Nebr., Louisville, Ky., St. Louis, Mo., Evansville and Vincennes, Ind., and points in Indiana on and north of U.S. Highway 40, those in Illinois on and north of a line beginning at the Indiana-Illinois State line and extending along U.S. Highway 36 to Springfield, Ill., thence along Illinois Highway 125 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction Illinois Highway 103, thence along Illinois Highway 103 to junction U.S. Highway 24, and thence along U.S. Highway 24 to the Illinois-Missouri State line, those in Iowa on and east of U.S. Highway 65, those in Minnesota on, east, and south of a line beginning at the Iowa-Minnesota State line and extending along U.S. Highway 65 to Minneapolis, Minn. and from Minneapolis along U.S. Highway 12 to the Minnesota-Wisconsin State line, and those in Wisconsin on and south of a line beginning at the Minnesota-Wisconsin State line and extending along U.S. Highway 12 to junction Wisconsin Highway 29, thence along Wisconsin Highway 29 to Green Bay, Wis., and thence along U.S. Highway 141 to Lake Michigan at Manitowoc, Wis.

HEARING: October 29, 1963, at the Federal Building, Lansing, Mich., before Examiner James A. McKiel.

No. MC 50069 (Sub-No. 269), filed June 19, 1963. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago 4, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Indiana, Illinois, Wisconsin, Missouri, Iowa, and Michigan.

HEARING: November 12, 1963, in Room 712, Federal Building, Cincinnati, Ohio, before Examiner Gerald F. Colfer.

No. MC 52458 (Sub-No. 176), filed July 10, 1963. Applicant: T. I. McCORMACK TRUCKING COMPANY, INC., U.S. Route 9, Woodbridge, N.J. Applicant's attorney: Chester A. Zyblut, 1000 Connecticut Avenue NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Indiana, Illinois, Wisconsin, Missouri, Iowa, and Michigan.

HEARING: November 12, 1963, in Room 712, Federal Building, Cincinnati, Ohio, before Examiner Gerald F. Colfer.

No. MC 61403 (Sub-No. 98), filed September 11, 1963. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Kingsport, Tenn., Applicant's attorney: W. C. Mitchell, 140 Cedar Street, New York, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dry fertilizer and dry fertilizer materials and ingredients, and dry chemicals*, in bulk, and hopper vehicles, and *returned and rejected shipments*, between points in Chatham, Floyd, Fulton, and Polk Counties, Ga.; Brunswick, Durham, Forsyth, Guilford, Johnston, Lenoir, Martin, Mecklenburg, New Hanover, and Vance Counties, N.C.; Charleston, Chester, Darlington, Greenville, Richland, and Spartanburg, Counties, S.C.; Greene, Hamilton, Knox, and Washington Counties, Tenn.; Amherst, Campbell, Henrico, Nansemond, Norfolk, Pittsylvania, and Prince George Counties, Va.; and Chesapeake City, Va., on the one hand, and, on the other, points in Georgia, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia, and (2) *dry fertilizer*, in bulk, in tank and hopper vehicles, and *returned and rejected shipments*, between points in Georgia, North Carolina, South Carolina, Tennessee, and Virginia.

NOTE: Common control may be involved.

HEARING: October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Donald R. Sutherland.

No. MC 69116 (Sub-No. 76), filed September 8, 1963. Applicant: SPECTOR FREIGHT SYSTEM, INC., 3100 South Wolcott Avenue, Chicago, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and dangerous explosives, household goods

as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 476, commodities in bulk, commodities requiring special equipment or those injurious or contaminating to other loading), serving Odenton, Md., as an off-route point in connection with applicant's authorized regular-route operation.

HEARING: September 26, 1963, in Room 709, U.S. Appraiser's Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 112.

No. MC 72243 (Sub-No. 12), filed August 1, 1963. Applicant: THE AETNA FREIGHT LINES, INCORPORATED, 2507 Youngstown Road SE., Warren, Ohio. Applicant's attorney: John P. McMahon, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, between points in New York, Pennsylvania, West Virginia, Ohio, and Chicago, Ill., and points in the Chicago, Ill., Commercial Zone (as defined in 1 M.C.C. 673), and Portage, Ind., on the one hand, and, on the other, points in Kentucky, Tennessee, Mississippi, Louisiana, Alabama, Georgia, South Carolina, North Carolina, Virginia, and that portion of Florida on and north of a line beginning at Melbourne, Fla., thence west on U.S. Highway 192 to its junction with U.S. Highways 17 and 92; thence west on U.S. Highway 92 to the West Coast of Florida ending at St. Petersburg, Fla.

HEARING: November 4, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles B. Heinemann.

No. MC 73165 (Sub-No. 175) (AMENDMENT), filed June 2, 1963, published in FEDERAL REGISTER August 28, 1963, amended September 5, 1963, and republished as amended this issue. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d Street, Birmingham, Ala. Applicant's attorney: Donald L. Morris, 1001 Bank for Savings Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Board, building wall or insulating, including, but not limited to, fibreboard or pulpboard, made of vegetable wood or mineral fibres, mineral or mineral and wood fibres or vegetable fibres combined, ceiling or wall mouldings, panels or ornaments, boards or sheets, made from sugar cane bagasse with added resin binder, and (2) asbestos wall boards, asphalt siding, and asphalt expansion joints, either building, paving or roofing*, (a) from New Orleans, Armand, Marrero, La., and Johnsville, Miss., to points in Alabama, Georgia, Illinois, Indiana, Kentucky, Mississippi, Ohio, and Tennessee, and (b) from Largo and Wabash, Ind., and Waukegan, Ill., to points in Alabama, Georgia, Kentucky, Louisiana, Mississippi, and Tennessee, and (3) *only empty container or other such incidental facilities* (not specified), used in transporting the commodities specified in (1) and (2) above, on return.

NOTE: The purpose of this republication is to include Johnsville, Miss., as an origin point.

HEARING: Remains as assigned October 14, 1963, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Samuel Horwich.

No. MC 73165 (Sub-No. 177), filed July 31, 1963. Applicant: **EAGLE MOTOR LINES, INC.**, 830 North 33d Street, Birmingham, Ala. Applicant's attorney: Donald L. Morris, 1001 Bank for Savings Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Buildings*, complete, knocked-down, and in sections, *including all component parts, materials, supplies, and fixtures*, and (2) *materials and accessories* used in the erection, construction and completion of buildings, from Eufaula, Ala., to points in Georgia, Florida, Illinois, Indiana, Kentucky, Louisiana, Michigan, Mississippi, New Jersey, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, and Texas.

HEARING: November 1, 1963, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner Theodore M. Tahan.

No. MC 74857 (Sub-No. 9), filed May 9, 1963. Applicant: **FULLER MOTOR DELIVERY CO.**, a corporation, 1111 West Court Street, Cincinnati 3, Ohio. Applicant's attorney: David A. Caldwell, 900 Tri-State Building, Cincinnati 2, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in dump trucks, (1) from points in Hamilton County, Ohio, to points in Kentucky, points in Bartholomew, Brown, Clark, Dearborn, Decatur, Fayette, Floyd, Franklin, Hancock, Henry, Jackson, Jefferson, Jennings, Johnson, Lawrence, Marion, Monroe, Morgan, Ohio, Ripley, Rush, Scott, Shelby, Switzerland, Union, Washington, and Wayne Counties, Ind., and points in Adams, Brown, Butler, Clark, Clermont, Clinton, Darke, Fayette, Franklin, Greene, Hamilton, Highland, Madison, Miami, Montgomery, Pickaway, Pike, Ross, Scioto, and Warren Counties, Ohio, and (2) from points in Kentucky, points in Bartholomew, Brown, Clark, Dearborn, Decatur, Fayette, Floyd, Franklin, Hancock, Henry, Jackson, Jefferson, Jennings, Johnson, Lawrence, Marion, Monroe, Morgan, Ohio, Ripley, Rush, Scott, Shelby, Switzerland, Union, Washington, and Wayne Counties, Ind., and points in Adams, Brown, Butler, Clark, Clermont, Clinton, Drake, Fayette, Franklin, Greene, Hamilton, Highland, Madison, Miami, Montgomery, Pickaway, Pike, Ross, Scioto, and Warren Counties, Ohio, to points in Hamilton County, Ohio, and *refused and rejected shipments*, on return in (1) and (2) above.

NOTE: Applicant states that the proposed operation will be for the account of Cargill, Inc.

HEARING: October 31, 1963, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 208, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 74857 (Sub-No. 10), filed July 18, 1963. Applicant: **FULLER MOTOR DELIVERY CO.**, a corporation, 1111

West Court Street, Cincinnati 3, Ohio. Applicant's attorney: Leonard D. Slutz, 900 Tri-State Building, Cincinnati 2, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in dump trucks, and *refused and rejected shipments*, between points in Hamilton County, Ohio, on the one hand, and, on the other, points in Bartholomew, Brown, Clark, Dearborn, Decatur, Fayette, Floyd, Franklin, Hancock, Henry, Jackson, Jefferson, Jennings, Johnson, Lawrence, Marion, Monroe, Morgan, Ohio, Ripley, Rush, Scott, Shelby, Switzerland, Union, Washington, and Wayne Counties, Ind., points in Anderson, Bath, Boone, Bourbon, Bracken, Campbell, Carroll, Clark, Fayette, Fleming, Franklin, Gallatin, Grant, Harrison, Henry, Jefferson, Kenton, Madison, Mason, Montgomery, Nicholas, Oldham, Owen, Pendleton, Robertson, Rockcastle, Rowan, Scott, Shelby, Trimble, and Woodford Counties, Ky., and points in Adams, Brown, Butler, Clark, Clermont, Clinton, Darke, Fayette, Franklin, Greene, Hamilton, Highland, Madison, Miami, Montgomery, Pickaway, Pike, Ross, Scioto, and Warren Counties, Ohio.

NOTE: Applicant states it presently has authority to serve the requested areas for the accounts of Diamond Crystal Salt Co., International Salt Company, Incorporated and Morton Salt Company, under Docket No. MC 74857 Sub 4. The purpose of this application is to request authority to serve the same areas for the account of Hardy Salt Co., or in the alternative, to request authority to serve the described areas without restriction as to shippers.

HEARING: October 31, 1963, at the New Post Office Building, Columbus, Ohio, before Examiner Gerald F. Colfer.

No. MC 85231 (Sub-No. 7), filed May 3, 1963. Applicant: **FRANK WILLIAMS TRANSFER & STORAGE CO.**, a corporation, 204 Franklin, Mansfield, Ohio. Applicant's attorney: James R. Stivers, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plumbers' goods, kitchen machinery and appliances, refrigerators, freezers and combination refrigerator-freezers*, (a) between Mansfield, Ohio, on the one hand, and, on the other, points in Kentucky (except Louisville), Michigan (except Detroit), Missouri (except St. Louis), Tennessee and Wisconsin, and (b) between Murray, Ky., on the one hand, and, on the other, points in Arkansas, Illinois, Indiana, Maryland, Michigan, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and Wisconsin, (2) *refrigerators, freezers and combination refrigerator-freezers*, from Galesburg, Ill., to Murray, Ky., and (3) *stove parts and dies used in the manufacture of stove parts*, between Murray, Ky., on the one hand, and, on the other, points in Illinois, Indiana, Michigan, Missouri, Ohio, Tennessee, and Wisconsin.

NOTE: Applicant states the transportation of the items named in (1) above will be limited to transportation with stoves and stove parts. Applicant also states that it

presently holds authority to transport stoves and stove parts between the same points named in (1) above and that it is seeking no duplicate authority.

HEARING: October 29, 1963, at the New Post Office Building, Columbus, Ohio, before Examiner Gerald F. Colfer.

No. MC 94350 (Sub-No. 26), filed September 9, 1963. Applicant: **TRANSIT HOMES, INC.**, 210 West McBee Avenue, Post Office Box 1628, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers designed to be drawn by passenger automobiles*, in initial movements, in truck-away service, from points in Pennsylvania, to points in the United States, including Alaska, but excluding Hawaii, and *damaged and rejected shipments*, on return.

HEARING: October 14, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 95540 (Sub-No. 546), filed August 5, 1963. Applicant: **WATKINS MOTOR LINES, INC.**, Albany Highway, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and essence of fruits and berries* from points in New York located on and west of New York Highway 26 to points in Colorado, Iowa, Kansas, Kentucky, Minnesota, Michigan, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, and Wisconsin.

NOTE: Common control may be involved.

HEARING: October 30, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Louis G. LaVecchia.

No. MC 96485 (Sub-No. 6), filed August 2, 1963. Applicant: **MELVIN J. ROBINSON**, Colden, N.Y. Applicant's representative: Raymond A. Richards, 35 Curtice Park, Webster, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Alloys*, from Niagara Falls, N.Y., to Hamburg, N.Y., (2) *alloys and refractories*, from points in Ashland, Ashtabula, Belmont, Carroll, Columbiana, Coshocton, Cuyahoga, Geauga, Guernsey, Harrison, Holmes, Jefferson, Lake, Lorain, Mahoning, Medina, Muskingum, Portage, Stark, Summit, Trumbull, Tuscarawas, and Wayne Counties, Ohio, points in Allegheny, Armstrong, Beaver, Butler, Cambria, Cameron, Clarion, Clearfield, Crawford, Elk, Erie, Fayette, Forest, Greene, Indiana, Jefferson, Lawrence, McKean, Mercer, Somerset, Venango, Warren, Washington, and Westmoreland Counties, Pa., and those in the Lower Peninsula of Michigan, to points in Erie and Niagara Counties, N.Y., and (3) *alloys and refractories*, from Niagara Falls, N.Y., to points in the Lower Peninsula of Michigan.

NOTE: Applicant states it proposes to operate over routes wholly within the United States, and also over routes which will traverse Canada, where feasible. Duplicating authority is not requested.

HEARING: October 22, 1963, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Garland E. Taylor.

No. MC 102616 (Sub-No. 731), filed August 5, 1963. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fish and sea animal oils, castor oil (not medicinal), soybean oil, foos and sediment oils, foundry core oils (other than petroleum), and other animal and vegetable oils*, in bulk, in tank vehicles, from Cleveland, Ohio, to points in Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, North Carolina, Pennsylvania, Tennessee, Virginia, West Virginia, and the District of Columbia.

HEARING: October 31, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Laurence E. Masoner.

No. MC 103378 (Sub-No. 270), filed September 3, 1963. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, 710 Atlantic Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay*, in bulk, from points in Twiggs, Wilkinson, and Washington Counties, Ga., to points in Alabama, Florida, Georgia, South Carolina, and Tennessee.

HEARING: October 23, 1963, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Theodore M. Tahan.

No. MC 105187 (Sub-No. 10), filed June 19, 1963. Applicant: CHARLES FARKAS, 100 Parkway, McKeesport, Pa. Applicant's attorney: Jerome Solomon, 1325-27 Grant Building, Pittsburgh, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fresh meats*, from Pittsburgh, Pa., to points in New York, New Jersey, and Maryland, and *empty containers or other such incidental facilities* (not specified), used in transporting fresh meats, on return.

HEARING: October 23, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Gerald F. Colfer.

No. MC 105813 (Sub-No. 103), filed September 9, 1963. Applicant: BELFORD TRUCKING CO., INC., 1299 Northwest 23d Street, Miami 42, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Belvidere, Ill., to points in Kentucky, North Carolina, South Carolina, Georgia, Alabama, Florida, Tennessee (except Memphis Commercial Zone), Mississippi, and Louisiana.

NOTE: Common control may be involved.

HEARING: October 16, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Jerry F. Laughlin.

No. MC 105886 (Sub-No. 10) (CLARIFICATION), filed July 31, 1963, pub-

lished FEDERAL REGISTER issue of September 5, 1963, and republished, as clarified, this issue. Applicant: MARTIN TRUCKING, INC., East Poland Avenue, Bessemer, Pa. Applicant's attorney: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh 22, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractory products* (limited to *high temperature bonding mortar, magnesite and dolomite*), *lime and lime products and limestone and limestone products*, from New Beaver Borough, Lawrence County, Pa., to points in Delaware, Kentucky, Maryland, New Jersey, New York, Ohio, Pennsylvania, Virginia, West Virginia, and the District of Columbia, and *empty containers* incidental to the outbound transportation described above, on return.

NOTE: The purpose of this republication is to clarify the commodity description.

HEARING: Remains as assigned October 18, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Donald R. Sutherland.

No. MC 107002 (Sub-No. 177), filed August 15, 1963. Applicant: W. M. CHAMBERS TRUCK LINE, INC., Post Office Box 1123, Highway 80 West, Jackson, Miss. Applicant's attorney: Harold D. Miller, Jr., Suite 700 Petroleum Building, Post Office Box 1250, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Tuscaloosa, Ala., to points in Georgia, Kentucky, and Tennessee.

HEARING: October 31, 1963, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner Theodore M. Tahan.

No. MC 107107 (Sub-No. 283), filed September 9, 1963. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 65, Allapattah Station, Miami 42, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salad dressings*, in vehicles equipped with mechanical refrigeration, from Dallas, Tex., to points in Alabama (except Birmingham), Georgia, Florida, South Carolina, North Carolina, Tennessee (except Nashville and Memphis), Indiana, Ohio, Michigan, and Kentucky.

HEARING: October 14, 1963, at the Baker Hotel, Dallas, Tex., before Examiner William J. Cave.

No. MC 107403 (Sub-No. 468), filed May 7, 1963. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Limestone and limestone products*, from Millersville, Ohio, to points in Indiana and Michigan.

NOTE: Common control may be involved.

HEARING: October 30, 1963, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 9, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 107403 (Sub-No. 469), filed May 7, 1963. Applicant: E. BROOKE

MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, lime products, limestone and limestone products*, from points in Ottawa and Sandusky Counties, Ohio, to points in Connecticut, Maryland, New Jersey, New York, and Pennsylvania.

NOTE: Common control may be involved.

HEARING: October 30, 1963, at the New Post Office Building, Columbus, Ohio, before Examiner Gerald F. Colfer.

No. MC 107403 (Sub-No. 483), (AMENDMENT), filed July 30, 1963, published FEDERAL REGISTER issue September 5, 1963, and republished as amended this issue. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phosphatic fertilizer solutions* (not including phosphoric acid), in bulk, in tank vehicles, from the plant site of Monsanto Chemical Company in Trenton, Mich., to points in Illinois, Indiana, and Ohio.

NOTE: The purpose of this republication is to specify the origin point as "the plant site of Monsanto Chemical Company", in Trenton, Mich.

HEARING: Remains as assigned October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner J. Thomas Schneider.

No. MC 107403 (Sub-No. 490), filed August 15, 1963. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Melamine*, in bulk, from Carteret, N.J., to points in Ohio.

HEARING: November 7, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Gordon M. Callow.

No. MC 107403 (Sub-No. 492), filed August 12, 1963. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tallow and animal fats (stabilized)*, in bulk, in tank vehicles, from points in Harford County, Md., to points in Delaware.

HEARING: November 1, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Joint Board No. 40.

No. MC 107403 (Sub-No. 495), filed August 20, 1963. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, in tank or hopper vehicles, from Wallingford, Conn., to points in Delaware, the District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, South Caro-

lina, Vermont, Virginia, West Virginia, and Wisconsin.

NOTE: Common control may be involved.

HEARING: October 28, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Richard H. Roberts.

No. MC 107515 (Sub-No. 450), filed August 1, 1963. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta 10, Ga. Applicant's attorney: Paul M. Daniell, 214 Grant Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Peaches*, chilled in glass, and (b) *peaches*, not chilled and not frozen in metal cans, in vehicles equipped with mechanical refrigeration, from Concord, Ga., to points in Arkansas, Illinois, Indiana, Kentucky, Louisiana, Maryland, Missouri, New York, Ohio, New Jersey, Pennsylvania, Tennessee, Virginia, West Virginia, Texas, Oklahoma, Kansas, Nebraska, Iowa, Wisconsin, Minnesota, Michigan, South Dakota, and the District of Columbia.

HEARING: October 24, 1963, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Theodore M. Tahan.

No. MC 107515 (Sub-No. 454), filed August 20, 1963. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, Ga. Applicant's attorney: Paul M. Daniell, Suite 214-217 Grant Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products* from Atlanta, Ga., to points in Virginia.

NOTE: Common control may be involved.

HEARING: November 5, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 107515 (Sub-No. 456), filed August 27, 1963. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, Ga. Applicant's attorney: Paul M. Daniell, Suite 214-217 Grant Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, from Atlanta, Ga., to points in New York, Pennsylvania, Maryland, New Jersey, Delaware, and the District of Columbia.

NOTE: Common control may be involved.

HEARING: November 5, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 107541 (Sub-No. 12), filed August 22, 1963. Applicant: MAGEE TRUCK SERVICE, INC., Post Office Box 67, Klickitat, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and beams* (including boards or sheets, sawdust or ground wood, compressed with added resin), between Oakridge, Eugene, Springfield, Cottage Grove, Roseburg, Bend, Madras, Molalla, Portland, and Coos Bay, Oreg., on the one hand, and, on the other, Van-

couver, Longview, Moses Lake, Spokane, Wenatchee, Tacoma, Kent, Renton, Seattle, and Everett, Wash.

HEARING: October 30, 1963, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Oreg., before Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 107541 (Sub-No. 13), filed August 22, 1963. Applicant: MAGEE TRUCK SERVICE, INC., Post Office Box 67, Klickitat, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Box shooks*, from Klickitat, Wash., to Salinas, Calif., and *rejected shipments*, on return.

HEARING: October 28, 1963, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Oreg., before Joint Board No. 5, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 107818 (Sub-No. 29), filed June 10, 1963. Applicant: GREENSTEIN TRUCKING COMPANY, a corporation, 280 Northwest 12th Avenue, Pompano Beach, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen meats, canned foods and dairy products, including poultry and margarine*, from St. Paul, Minn., Chicago, Ill., and points in Wisconsin, to points in Florida, Georgia, South Carolina, Alabama, and Tennessee. **RESTRICTIONS:** (1) Service from St. Paul, Minn., will be limited to the transportation of shipments which are to be stopped at one or more points in Wisconsin to complete loading. (2) Service from Chicago, Ill., will be limited to transportation of shipments which originate at one or more points in Wisconsin and will stop at Chicago to complete loading only. (3) Service to points in Alabama, Tennessee, and South Carolina will be limited to transportation of shipments to partially unload with final destinations in Florida and/or Georgia.

HEARING: November 6, 1963, at the Midland Hotel, Chicago, Ill. before Examiner James A. McKiel.

No. MC 108428 (Sub-No. 14), filed August 6, 1963. Applicant: DINO D'AGATA, Northeast corner 25th and Dickinson Streets, Philadelphia, Pa. Applicant's representative: G. Donald Bullock, Post Office Box 146, Wyncote, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from New York, N.Y., to Lancaster, Pa., and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, on return.

HEARING: November 8, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James I. Carr.

No. MC 108449 (Sub-No. 167), filed August 29, 1963. Applicant: INDIAN-HEAD TRUCK LINE, INC., 1947 West County Road "C", St. Paul 13, Minn.

Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer ingredients, and chemicals*, from Cordova, Ill., and points within 10 miles thereof, to points in Iowa, Nebraska, Missouri, Kentucky, Minnesota, Indiana, Michigan, Kansas, Wisconsin, Illinois, North Dakota, and South Dakota.

NOTE: Applicant states that Moore Freight, Inc., MC 17481 is a wholly owned subsidiary.

HEARING: October 15, 1963, at the Midland Hotel, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 109154 (Sub-No. 5), filed June 12, 1963. Applicant: CHESTER BAY-LOR, Route 1, Box 33, Milan, Ind. Applicant's attorney: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *New furniture crated and uncrated*, from Milan, Ind., to points in Tennessee, Arkansas, Texas, Missouri, Kansas, Colorado, Iowa, Minnesota, Wisconsin, Pennsylvania, New York, New Jersey, Connecticut, Virginia, and Maryland, and *rejected shipments of new furniture and materials and supplies used in the manufacture, production, packing and crating of new furniture*, on return, and (2) *new furniture*, crated, from Milan, Ind., to points in Illinois, Michigan, Ohio, West Virginia, and Kentucky.

HEARING: October 29, 1963, in Room 908, Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Examiner W. Elliott Nefflen.

No. MC 109478 (Sub-No. 64), filed April 25, 1963. Applicant: WORSTER MOTOR LINES, INC., East Main Road, R.D. No. 1, North East, Pa. Applicant's attorney: William W. Knox, 23 West 10th Street, Erie, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food products* (except frozen foods), from Geneva, Ohio, to points in New York on and south of Lake Ontario to Pulaski, N.Y., and on and west of U.S. Highway 11 from Pulaski to the Pennsylvania-New York State line, and to points in Pennsylvania, on, north and west of a line beginning at the Pennsylvania-New York State line and extending along U.S. Highway 15 to Williamsport, Pa., and thence along U.S. Highway 220 to the Pennsylvania-Maryland State line.

HEARING: October 21, 1963, at the Cleveland Statler Hilton, Cleveland, Ohio, before Examiner James A. McKiel.

No. MC 109478 (Sub-No. 66), filed July 12, 1963. Applicant: WORSTER MOTOR LINES, INC., East Main Road, R.D. No. 1, North East, Pa. Applicant's attorney: William W. Knox, 23 West 10th Street, Erie, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen prepared food-stuffs*, (1) from North East, Pa., and points in that portion of Chautauqua County, N.Y., within 5 miles of the shore of Lake Erie, to points in Massachusetts,

Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, and the District of Columbia, (2) from North Girard, Pa., to points in Indiana, Illinois, and the Lower Peninsula of Michigan, (3) from Buffalo, N.Y., to Pittsburgh and Scranton, Pa., Cleveland, and Columbus, Ohio, Boston, Mass., and New Haven, Conn., (4) from Westfield, N.Y., to New York, N.Y., (5) from North Girard, Pa., to points in West Virginia, (6) from North East, Pa., and Westfield, Brocton, and Silver Creek, N.Y., to points in Indiana, and Illinois, (7) from points in Erie County, Pa., to points in New York, and Ohio, (8) from points in Chautauqua and Erie Counties, N.Y., to points in Pennsylvania, and Ohio, (9) between Erie and North East, Pa., and Brocton, Silver Creek, and Westfield, N.Y., on the one hand, and, on the other, points in the Lower Peninsula of Michigan, (10) between points in Pennsylvania on and north of U.S. Highway 20, on the one hand, and, on the other, points in that part of New York north and west of a line beginning at the Pennsylvania-New York state line and extending along U.S. Highway 20 to Geneva, N.Y., thence along New York Highway 14 to Lake Ontario, including points on the indicated portions of the highways specified, (11) between points in the New York and Pennsylvania territories specified in (10) above, on the one hand, and, on the other, Hartford and New Haven, Conn., Boston, Mass., Baltimore, Md., Washington, D.C., points in Ohio, Pennsylvania and New York and those in New Jersey on and north of New Jersey Highway 33, (12) between Westfield and Silver Creek, N.Y., and North East and Erie, Pa., and (13) between points in Maine, Massachusetts, New York, New Jersey, Pennsylvania, Maryland, Ohio, and the Lower Peninsula of Michigan.

NOTE: Applicant states no duplicating authority is sought. Any repetition of authority shall be construed as conferring only one operating right. It is further noted that common control may be involved.

HEARING: October 21, 1963, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Garland E. Taylor.

No. MC 110525 (Sub-No. 586), filed June 21, 1963. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Illinois, Indiana, Iowa, Michigan, Missouri, and Wisconsin.

HEARING: November 12, 1963, in Room 712, Federal Building, Cincinnati, Ohio, before Examiner Gerald F. Colfer.

No. MC 110525 (Sub-No. 596), filed August 29, 1963. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washing-

ton 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* (except petroleum chemicals as described in Appendix XV in *Descriptive Case*, 61 M.C.C. 209), in bulk, in tank vehicles, from Coraopolis, Pa., to points in Chautauqua, Erie, and Niagara Counties, N.Y.

HEARING: October 8, 1963, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Walter R. Lee.

No. MC 110698 (Sub-No. 255), filed September 4, 1963. Applicant: RYDER TANK LINE, INC., Winston-Salem Road (Post Office Box 457), Greensboro, N.C. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Fertilizer and fertilizer materials, liquid fertilizer solutions*, in bulk *anhydrous ammonia*, in bulk and *feed grade urea*, from Kerens, Tex., to points in Oklahoma, Kansas, Arkansas, Louisiana, and New Mexico, and (2) *fertilizer and fertilizer materials*, from Gainesville, Pittsburg and Vernon, Tex., to points in Oklahoma, Kansas, Arkansas, Louisiana, and New Mexico, and *rejected and damaged shipments*, on return.

NOTE: Common control may be involved.

HEARING: November 5, 1963, at the Baker Hotel, Dallas, Tex., before Examiner Jerry F. Laughlin.

No. MC 110698 (Sub-No. 256), filed September 11, 1963. Applicant: RYDER TANK LINE, INC., Box 8418, Winston-Salem Road, Greensboro, N.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, from points in Kanawha County, W. Va., to points in Delaware, Kentucky, Maryland, New Jersey, New York, Ohio, Pennsylvania, Tennessee, and Virginia.

NOTE: Common control may be involved.

HEARING: October 21, 1963, at the Office of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles B. Heinemann.

No. MC 111079 (Sub-No. 1), filed July 19, 1963. Applicant: H. W. JONES AND SON, INC., Rural Route No. 2, Jonesville, Mich. Applicant's attorney: Quentin A. Ewert, Union Savings and Loan Building, 117 West Allegan Street, Lansing 23, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Equipment, machinery, materials and supplies* used in the exploration, development, maintenance and production of oil and gas fields, between points in Michigan, on the one hand, and, on the other, points in Ohio, Indiana, and Illinois.

HEARING: October 31, 1963, at the Federal Building, Lansing, Mich., before Examiner James A. McKiel.

No. MC 111159 (Sub-No. 156), filed August 14, 1963. Applicant: MILLER TRANSPORTERS LTD., Post Office Box 1123, Jackson, Miss. Applicant's attorney: Harold D. Miller, Jr., Suite 700 Petroleum Building, Post Office Box 1250, Jackson 5, Miss. Authority sought to operate as a common carrier, by motor

vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Birmingham and Birmingham, Ala., to points in Mississippi, Tennessee, North Carolina, South Carolina, Georgia, and Florida.

NOTE: Common control may be involved.

HEARING: October 31, 1963, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner Theodore M. Tahan.

No. MC 111687 (Sub-No. 12), filed May 24, 1962. Applicant: BENJAMIN H. RUEGSEGGER, Route No. 1, Kawkawlin, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Malt beverages* (1) from South Bend, Ind., and St. Louis, Mo., to Adrian, Ann Arbor, Bad Axe, Battle Creek, Cheboygan, Detroit, Engadine, Escanaba, Flint, Grand Rapids, Greenville, Hastings, Holland, Iron Mountain, Jackson, Kalamazoo, Lansing, Ludington, Manistee, Monroe, Mt. Clemens, Munising, Muskegon, Negaunee, Niles, Owosso, Port Huron, Ramsay, St. Joseph, Sault Ste. Marie, Sturgis, Traverse City, and Wyandotte, Mich., (2) from Milwaukee, Wis., to Owosso, Mich., (3) from Sheboygan, Wis., to Bay City, Mich., (4) from Toledo and Findlay, Ohio, to Bay City, Mich., (5) from St. Louis, Mo., to Flint, Oscoda, and Traverse City, Mich., (6) from Toledo and Findlay, Ohio, to Jackson, Mich., (7) from Milwaukee, Wis., to Greenville, Mich., and (8) from Toledo and Findlay, Ohio, to Greenville and West Branch, Mich., and *empty used malt beverage containers*, on return.

HEARING: October 28, 1963, at the Federal Building, Lansing, Mich., before Examiner James A. McKiel.

No. MC 111812 (Sub-No. 215), filed August 4, 1963. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Mauston, Wis., to points in Minnesota, South Dakota, North Dakota, Illinois, Indiana, Wisconsin, Iowa, Missouri, Michigan, Massachusetts, New York, Ohio, Pennsylvania, Kentucky, Tennessee, West Virginia, Virginia, District of Columbia, Maryland, Delaware, Maine, New Hampshire, Rhode Island, Connecticut, and Vermont.

HEARING: October 30, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lacy W. Hinely.

No. MC 112520 (Sub-No. 91) (CORRECTION), filed June 3, 1963, published in FEDERAL REGISTER September 5, 1963, and republished as corrected this issue. Applicant: McKENZIE TANK LINES, INC., New Quincy Road, Tallahassee, Fla. Applicant's attorney: Sol H. Proctor, 1730 Lynch Building, Jacksonville, Fla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Clays, sand and fuller's earth*, in bulk, in tank or hopper-type vehicles, from points in Decatur County, Ga., and Gadsden County, Fla., to points in Alabama, Arkansas, Florida, Georgia, Louisiana,

Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE: The purpose of this republication is to show the correct hearing information.

HEARING: Remains as assigned October 21, 1963, at the Mayflower Hotel, Jacksonville, Fla., before Examiner John B. Mealy.

No. MC 113005 (Sub-No. 4), filed March 29, 1963. Applicant: CAPITOL MOTOR FREIGHT, INC., 140 Everett Avenue, Newark, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages, related advertising material, and beer can and bottle openers* from Peoria, Ill., and Fort Wayne, Ind., to points in Ohio, and empty malt beverage containers, from points in Ohio to Peoria, Ill., and Fort Wayne, Ind.

NOTE: Common control may be involved.

HEARING: November 1, 1963, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 58, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 112520 (Sub-No. 81) (REPUBLICATION), filed October 24, 1962, published in FEDERAL REGISTER issue of November 7, 1962, and republished this issue. Applicant: MCKENZIE TANK LINES, INC., New Quincy Road, Tallahassee, Fla. Applicant's attorney: Sol H. Proctor, 1730 Lynch Building, Jacksonville 2, Fla. By application filed October 24, 1962, applicant seeks authority to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Methanol (methyl alcohol)*, in bulk, in tank vehicles, from points in Escambia County, Fla., to points in Texas. Hearing was held on June 19, 1963, at Montgomery, Ala. At the hearing the application was amended in order to clarify the origin points that applicant seeks to serve. A Report and Order, served August 8, 1963, which became effective September 9, 1963, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier*, by motor vehicle, over irregular routes, of methanol (methyl alcohol), in bulk, in tank vehicles, from Pensacola, Fla., and from the plant site of the Escambia Chemical Company, at or near Pace, Fla., to points in Texas, and that prior to the issuance of an appropriate certificate authorizing the above-described operation, a proper notice of the complete scope of the authority to be granted herein should be republished in the FEDERAL REGISTER in order to allow a 30-day period during which any interested party who may be affected by the broadened scope of such grant, with respect to the notice of application as previously filed, may file an appropriate pleading.

No. MC 113212 (Sub-No. 6), filed August 23, 1963. Applicant: MID-COLUMBIA MOTOR FREIGHT, INC., 1225 Southeast Water Avenue, Portland 14, Ore. Applicant's attorney: Earle V.

White, 2130 Southwest Fifth Avenue, Portland 1, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, commodities in bulk, and those commodities requiring special equipment), between points in Hood River, Gilliam, Jefferson, Morrow, Sherman, Wasco, and Wheeler Counties, Ore., on the one hand, and, on the other, points in Klickitat and Skamania Counties, Wash.

NOTE: Applicant states the authority sought herein to the extent it duplicates any authority heretofore granted shall be construed as conferring only one operating right. The service sought herein may be joined and combined with the service applicant is presently providing under MC 113212.

HEARING: October 28, 1963, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 113651 (Sub-No. 59), filed August 14, 1963. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products and articles distributed by meat packinghouses* (except commodities in bulk in tank vehicles), as described in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Cudahy, Wis., to points in West Virginia, Virginia, Maryland, Delaware, North Carolina, South Carolina, Georgia, Pennsylvania, New Jersey, New York, Massachusetts, Rhode Island, Connecticut, Vermont, New Hampshire, Maine, and the District of Columbia.

HEARING: November 7, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Harold P. Boss.

No. MC 113666 (Sub-No. 14), filed May 29, 1963. Applicant: FREEDPORT TRANSPORT, INC., 1200 Butler Road, Freeport, Pa. Applicant's attorney: James W. Hagar, Commerce Building, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) *Urea and ammonium nitrate* (other than liquid) in bulk and in bags, from ports of entry on the international boundary line between the United States and Canada located at Buffalo and Niagara Falls, N.Y., and Detroit, Mich., to points in Nassau and Suffolk Counties, N.Y., Vermont, West Virginia, Virginia, Kentucky, Wisconsin, Missouri, Iowa, and Minnesota, (B) *urea and ammonium nitrate* (other than liquid) in bulk and in bags, from port of entry on the international boundary line between the United States and Canada located at Port Huron, Mich., to points in Michigan, Ohio, Kentucky, West Virginia, Wisconsin, Indiana, Illinois, Iowa, and Minnesota, and (C) *calcium carbide, calcium cyanamid, dicyandiamide and weed killing compounds* (other than

liquid) in bulk and in containers, from ports of entry on the international boundary line between the United States and Canada located at Buffalo and Niagara Falls, N.Y., Detroit and Port Huron, Mich., to points in Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Pennsylvania, Ohio, Indiana, Illinois, Michigan, Vermont, West Virginia, Virginia, Kentucky, Wisconsin, Missouri, Iowa, and Minnesota.

NOTE: Applicant states with reference to paragraph (B) above, it holds authority in Sub 12 to transport the commodities involved from Ports of Entry at Buffalo and Niagara Falls, N.Y., and Detroit, Mich., to points in Michigan, Ohio, Indiana, and Illinois and seeks herein only the additional Port of Entry, Port Huron, Mich., with reference to those States.

HEARING: October 24, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Gerald F. Colfer.

No. MC 113678 (Sub-No. 53), filed July 21, 1963. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, requiring refrigeration, from Saugatuck, Mich., to points in Colorado, Illinois, Idaho, Kansas, Missouri, Minnesota, Oklahoma, Nebraska, South Dakota, and Wyoming.

HEARING: October 30, 1963, at the Federal Building, Lansing, Mich., before Examiner James A. McKiel.

No. MC 113861 (Sub-No. 26), filed September 2, 1963. Applicant: WOOTEN TRANSPORTS, INC., 153 Gaston, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plant site of Arkansas Cement Corporation, located at Memphis, Tenn., to points in Arkansas, Alabama, Mississippi, Tennessee, Kentucky, Illinois, and Missouri.

HEARING: September 23, 1963, at the Claridge Hotel, Memphis, Tenn., before Examiner J. Thomas Schneider.

No. MC 114457 (Sub-No. 11), filed September 8, 1963. Applicant: DART TRANSIT COMPANY, a corporation, 780 North Prior Avenue, St. Paul, Minn. Applicant's attorney: James C. Hardman, 33 North LaSalle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fresh meat, cured meat, frozen foods and canned foods*, in mixed or straight shipments, from Chicago, Ill., Minneapolis and St. Paul, Minn., and points in Eau Claire, Barron, Green, Columbia, Wood, and Brown Counties, Wis., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the District of Columbia; (2) *dairy products, frozen poultry and exempt commodities*, in mixed or straight shipments, from points in Minnesota, and points in Wood, Clark, Marathon, Manitowoc, Sheboygan, Green, Buffalo, Trempealeau, and Eau Claire Counties, Wis., and Chicago, Ill., to points in Connecticut, Dela-

ware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the District of Columbia; (3) *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in (1) and (2) above, on return. Restriction: The proposed operations in (1) above are to be restricted as follows: (a) Shipments from Chicago, Ill., are restricted to shipments requiring prior pickup at one or more of the named origin points. (b) Shipments from Minneapolis and St. Paul, Minn., are restricted to shipments requiring additional pickup at one or more points in the designated Wisconsin points. The proposed operations in (2) above are to be restricted as follows: (a) Shipments from Chicago, Ill., are restricted to shipments requiring prior pickup at one or more of the named origin points.

HEARING: October 31, 1963, at the Conrad Hilton Hotel, Chicago, Ill., before Examiner James O'D. Moran.

No. MC 114699 (Sub-No. 20), filed August 29, 1963. Applicant: TANK LINES, INCORPORATED, Post Office Box 6415, North Dabney Road, Richmond, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dry fertilizer and dry fertilizer materials and ingredients and dry chemicals*, in bulk, in tank and hopper vehicles, and *returned and rejected shipments*, between points in Chatham, Floyd, Fulton, and Polk Counties, Ga., Brunswick, Durham, Forsyth, Guilford, Iredell, Johnston, Lenoir, Martin, Mecklenburg, New Hanover, and Vance Counties, N.C., Charleston, Chester, Darlington, Greenville, Richland, and Spartanburg Counties, S.C., Greene, Hamilton, Knox and Washington Counties, Tenn.; and Amherst, Campbell, Henrico, Nansemond, Norfolk, Pittsylvania, and Prince George Counties, Va. and Chesapeake City, Va., on the one hand, and, on the other, points in Georgia, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia, and (2) *dry fertilizer*, in bulk, in tank and hopper vehicles, and *returned and rejected shipments*, between points in Georgia, North Carolina, South Carolina, Tennessee, and Virginia.

NOTE: Common control may be involved.

HEARING: October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Donald R. Sutherland.

No. MC 115331 (Sub-No. 48), filed May 17, 1963. Applicant: TRUCK TRANSPORT, INC., 719 Buder Building, 707 Market Street, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, from Pipeline Terminals of Northern Gas Products Company, at or near Des Moines and Iowa City, Iowa, and Rockford, Ill., to points in Iowa, Illinois, Indiana, Minnesota, Missouri, and Wisconsin.

HEARING: November 5, 1963, at the Midland Hotel, Chicago, Ill., before Examiner James A. McKiel.

No. MC 115841 (Sub-No. 135), filed May 22, 1963. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: *Foods, foodstuffs, and food preparations, raw or manufactured, for human or animal consumption*, in vehicles equipped with mechanical refrigeration, from points in Alabama, on and north of U.S. Highway 84, to points in North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Pennsylvania, Kentucky, Ohio, Indiana, Illinois, Michigan, and Wisconsin.

HEARING: October 28, 1963, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner Theodore M. Tahan.

No. MC 115841 (Sub-No. 146), filed August 12, 1963. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foods and foodstuffs*, in vehicles equipped with mechanical refrigeration (except liquid commodities in bulk), from Chattanooga, Tenn., to points in North Carolina, South Carolina, Tennessee, Virginia, West Virginia, Georgia, Florida, Alabama, Mississippi, Louisiana, and Arkansas.

HEARING: November 5, 1963, at the U.S. Post Office and Courthouse, Chattanooga, Tenn., before Examiner Theodore M. Tahan.

No. MC 115841 (Sub-No. 148), filed August 19, 1963. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lard substitutes; shortenings, vegetable oil; shortenings, not otherwise identified by name; vegetable oils; and fatty acids*; from Memphis, Tenn., to points in Connecticut, Delaware, Iowa, Maryland, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

HEARING: October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Frank R. Saltzman.

No. MC 115841 (Sub-No. 153), filed September 11, 1963. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas, coconuts, and pineapples*, from Jacksonville, Fla., to Birmingham, Ala., and *exempt commodities*, on return.

HEARING: October 15, 1963, at the U.S. Courtrooms, Montgomery, Ala., before Joint Board No. 98.

No. MC 115946 (Sub-No. 26), filed August 5, 1963. Applicant: GAY TRUCKING COMPANY, a corporation,

4800 Augusta Road, Post Office Box 7055, Savannah, Ga. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitro-carbonitrate*, in bulk, or bags, in shipper-owned trailer equipment, from Port Wentworth, Ga., to points in Alabama, Florida, Kentucky, North Carolina, South Carolina, Tennessee, Virginia, West Virginia, and Wood River, Ill.

HEARING: October 30, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Frank J. Mahoney.

No. MC 116273 (Sub-No. 16), filed September 2, 1963. Applicant: D & L TRANSPORT, INC., 3800 South Laramie Avenue, Cicero, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals, fertilizer and fertilizer ingredients*, in bulk, from Cordova, Ill., and points within ten (10) miles thereof, to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Nebraska, North Dakota, Ohio, South Dakota, Tennessee, and Missouri.

HEARING: October 15, 1963, at the Midland Hotel, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 116702 (Sub-No. 23), filed July 17, 1963. Applicant: THADDEUS A. GORSKI, doing business as GORSKI BULK TRANSPORT, Box 700, Harrow, Ontario, Canada. Applicant's attorney: Eugene C. Ewald, Suite 1700, One Woodward Avenue, Detroit 26, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (A) *Urea*, in bags and bulk, from ports of entry on the international boundary line between the United States and Canada at Buffalo and Niagara Falls, N.Y., and Detroit and Port Huron, Mich., to points in Vermont, West Virginia, Virginia, Kentucky, Wisconsin, Missouri, Iowa, and Minnesota, and (B) *ammonium nitrate, calcium carbide, dicyandiamide and weed killing compounds*, in bulk and in containers, from ports of entry on the international boundary line between the United States and Canada at Buffalo and Niagara Falls, N.Y., and Detroit and Port Huron, Mich., to points in Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Pennsylvania, Ohio, Indiana, Illinois, Michigan, Vermont, West Virginia, Virginia, Kentucky, Wisconsin, Missouri, Iowa, and Minnesota.

NOTE: Applicant states the proposed operation will be limited to a transportation service to be performed under a continuing contract, or contracts with American Cyanamid Company.

HEARING: October 24, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Gerald F. Colfer.

No. MC 117119 (Sub-No. 84), filed March 24, 1963. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorneys: John H. Joyce, 26 North College, Fayetteville, Ark., and A. Alvis Layne, Pennsylv-

vania Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Breeding base mix*, from Ponchatoula, La., to points in Oregon and Idaho.

HEARING: October 21, 1963, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner William E. Messer.

No. MC 117119 (Sub-No. 98), filed August 1, 1963. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Mauston, Wis., and points within a five (5) mile radius, to points in Alabama, Arkansas, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Mississippi, Missouri, Nebraska, New Jersey, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

HEARING: October 30, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lacy W. Hinely.

No. MC 117119 (Sub-No. 103), filed September 5, 1963. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorneys: John H. Joyce, 26 North College, Fayetteville, Ark., and A. Alvis Layne, Pennsylvania Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen prepared vegetables*, with or without sauce, from Belvidere, Ill., to points in Kentucky, North Carolina, South Carolina, Georgia, Alabama, Florida, and Tennessee (except Memphis).

HEARING: October 16, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Jerry F. Laughlin.

No. MC 117344 (Sub-No. 102), filed April 22, 1963. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorneys: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio, and James R. Stivers, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buffing, polishing and abrasive compounds*, in bulk, from Cincinnati, Ohio to points in Alabama, Georgia, and Mississippi, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

HEARING: October 28, 1963, at the New Post Office Building, Columbus, Ohio, before Examiner Gerald F. Colfer.

No. MC 117416 (Sub-No. 11), filed May 1, 1963. Applicant: NEWMAN AND PEMBERTON CORPORATION, 2007 University Avenue NW., Knoxville 21, Tenn. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transport-

ing: *Canned and preserved foodstuffs, and canned dog and cat food*, (1) from points in Cocke, Jefferson, Monroe, and Sevier Counties, Tenn., to points in Alabama, Arkansas, Florida, Georgia, Louisiana, Missouri, Mississippi, North Carolina, South Carolina, and Virginia, and (2) from points in Cocke, Jefferson, Monroe, and Sevier Counties, Tenn., to points in Illinois, Indiana, Kentucky, Ohio, and West Virginia.

NOTE: Applicant states that all duplicating authority is to be eliminated.

HEARING: November 5, 1963, in Room 712, Federal Building, Cincinnati, Ohio, before Examiner Gerald F. Colfer.

No. MC 117574 (Sub-No. 82), filed August 9, 1963. Applicant: DAILY EXPRESS, INC., Post Office Box 39, M.R. No. 3, Carlisle, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Treated and untreated logs, crossties, fence posts, piling, mine timber*, and (2) *equipment to be used in installation or erection of items in (1) above*, from points in Vermont, New Hampshire, and Pennsylvania, to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, Ohio, Indiana, Illinois, Michigan, Wisconsin, Missouri, Iowa, and Minnesota.

HEARING: November 6, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Armin G. Clement.

No. MC 117686 (Sub-No. 24) (AMENDMENT), filed April 22, 1963, published FEDERAL REGISTER issue of May 29, 1963, amended at hearing July 22, 1963, and republished as amended, this issue. Applicant: RAYMOND C. HIRSCHBACH, doing business as HIRSCHBACH MOTOR LINES, 3324 U.S. Highway 75 North, Sioux City, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugar*, in bags or packages, (1) from Reserve, La., to points in Arkansas (except Little Rock), Kansas, and Missouri (except St. Louis), (2) from Supreme, La., to points in Arkansas (except Little Rock), Kansas, Missouri (except St. Louis), and Iowa, (3) from New Orleans, La., to points in Arkansas (except Little Rock), Iowa, Kansas, and Missouri (except St. Louis), (4) from Gramercy, La., to points in Iowa, Kansas, and Missouri (except St. Louis), and (5) from Houma and Matthews, La., to points in Arkansas (except Little Rock), Iowa, Kansas, and Missouri (except St. Louis).

NOTE: The purpose of this republication is to add (5) above, and to show that no service is proposed to Little Rock, Ark., and St. Louis, Mo.

HEARING: October 16, 1963, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Samuel Horwich.

No. MC 117686 (Sub-No. 30), filed June 23, 1963. Applicant: RAYMOND C. HIRSCHBACH, doing business as HIRSCHBACH MOTOR LINES, 3324 U.S. Highway 75 North, Sioux City, Iowa. Applicant's attorney: J. Max

Harding, Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products and articles* distributed by meat packinghouses as described in Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from points in Nebraska to points in Alabama, Arkansas, Louisiana, Mississippi, Memphis, Tenn., and points in Texas on and east of U.S. Highway 83.

HEARING: October 28, 1963, at the Hotel Sheraton Fontenelle, Omaha, Nebraska, before Examiner John S. Messer.

No. MC 117883 (Sub-No. 27), filed September 5, 1963. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses* (except commodities in bulk in tank vehicles), from Cudahy, Wis., to points in West Virginia, Virginia, Maryland, Delaware, District of Columbia, North Carolina, South Carolina, Georgia, Pennsylvania, New Jersey, New York, Massachusetts, Rhode Island, Connecticut, Vermont, New Hampshire, and Maine.

HEARING: November 7, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Harold P. Boss.

No. MC 118282 (Sub-No. 3), filed August 19, 1963. Applicant: THEODORE V. FALL, doing business as TED FALL TRUCKING, 29 Rice Avenue, Lake City, Pa. Applicant's attorney: L. A. Myers, Warner Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Lake City, Pa., to points in Alabama, Arkansas, Connecticut, the District of Columbia, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Massachusetts, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

HEARING: November 4, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Edith H. Cockrill.

No. MC 118831 (Sub-No. 28), filed August 29, 1963. Applicant: CENTRAL TRANSPORT, INCORPORATED, East College Drive, High Point, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Charleston, S.C., to points in North Carolina.

HEARING: October 22, 1963, at the U.S. Courtrooms, Columbia, S.C., before Joint Board No. 2.

No. MC 119772 (Sub-No. 7), filed July 15, 1963. Applicant: BEVERAGE TRANSPORTATION, INC., 2158 Hamilton Avenue, Cleveland 14, Ohio. Applicant's representative: G. H. Dilla, 5275

Ridge Road, Cleveland 29, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ginger beer*; *near beer*; *malt beverages*; *nonalcoholic beverages and mixes thereof*; *vinous beverages*; *aromatic bitters (medicine N.O.I.)*; *champagne*; *phosphated and plain cocktail mixes*; *ready mixed alcoholic and nonalcoholic cocktails*; *flavoring extract compounds*; *consumable alcohol*; *cordials*; *creme de cocoa*; *creme de coffee*; *creme de menthe*; *flavoring extracts*; *preserved fruits and vegetables (to be used in cocktails) (olives, oranges, cherries)*; *gin*; *gin and tonic*; *gin and grape juice (Salty Dog)*; *grenadine*; *lemon flavoring extract*; *liquers*; *liquors*; *olives in liquid*; *orange flavoring extract*; *orange tommy*; *rectified alcoholic beverages*; *syrup flavoring*; *vermouth*; *vinous beverages, including but not limited to wine*; *vodka*; *vodka and tomato juice (Bloody Mary)*; *vodka and orange juice (Screw Driver)*; *vodka and grape juice (Newport Quickie)*; *and quinine water*; in containers, in glass, in barrels, and in casks, in straight or mixed shipments, and *empty containers or other such incidental facilities (not specified) used in transporting the above described commodities*, (1) between Cleveland, Ohio, and points in its Commercial Zone, on the one hand, and, on the other, points in Illinois, Indiana, New Jersey, New York, Pennsylvania, and Wisconsin, and St. Louis, Mo.; (2) between points in Ohio, on the one hand, and, on the other, points in Massachusetts; (3) between Milwaukee, Wis., on the one hand, and, on the other, Ashtabula, Niles, and Painesville, Ohio; (4) between Milwaukee, Wis., on the one hand, and, on the other, Youngstown, and Ravenna, Ohio; (5) between Chicago, Ill., on the one hand, and, on the other, Youngstown, Ohio; (6) between Hammondspert, N.Y., on the one hand, and, on the other, points in Ohio; (7) between Milwaukee, Wis., on the one hand, and, on the other, Lorain, Ohio; (8) between Chicago, Ill., and points in its Commercial Zone, on the one hand, and, on the other, Lorain, Ohio; (9) between Cleveland, Ohio, and points in its Commercial Zone, on the one hand, and, on the other, Kansas City, Kans., and points in Missouri (except St. Louis); (10) between Peoria, Ill., on the one hand, and, on the other, points in Ohio on and north of a line beginning at the Indiana-Ohio State line and extending eastward along U.S. Highway 30 to junction U.S. Highway 30S, thence along U.S. Highway 30S to junction U.S. Highway 30, thence along U.S. Highway 30 through Massillon, Canton, and East Liverpool, Ohio, to the Ohio-West Virginia State line; and (11) between Milwaukee, Wis., on the one hand, and, on the other, points in Ohio on and north of a line beginning at the Indiana-Ohio State line and extending along U.S. Highway 30 to junction U.S. Highway 30S, thence along U.S. Highway 30S to junction U.S. Highway 30, thence along U.S. Highway 30 to the Ohio-West Virginia State line (except Cleveland, Lorain, Ashtabula, Niles, Painesville, Ravenna, and Youngstown, Ohio).

HEARING: October 22, 1963, at The Cleveland Statler Hilton, Cleveland, Ohio, before Examiner James A. McKiel.

No. MC 119805 (Sub-No. 2), filed June 28, 1963. Applicant: ROSCOE WAGNER, INC., Post Office Box 756, Twin Falls, Idaho. Applicant's attorney: Raymond D. Givens, Columbia Building, 500 Washington Street, Post Office Box 964, Boise, Idaho. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bananas, frozen, fresh and dehydrated*, from San Francisco, Calif., to Boise, Idaho Falls, Pocatello, and Twin Falls, Idaho, and *exempt commodities*, on return.

HEARING: October 21, 1963, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner William E. Messer.

No. MC 119917 (Sub-No. 11), filed July 18, 1963. Applicant: DUDLEY TRUCKING COMPANY, INC., 717 Memorial Drive SE., Atlanta 16, Ga. Applicant's attorney: R. J. Reynolds, Jr., Suite 403-411 Healey Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Damaged salvaged merchandise*, which has been damaged as a result of disasters or catastrophes, such as fires, tornadoes, hurricanes, floods, cyclones, windstorms, or abnormal rains, between points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, and the District of Columbia.

HEARING: October 21, 1963, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Theodore M. Tahan.

No. MC 119934 (Sub-No. 68), filed August 4, 1963. Applicant: ECOFF TRUCKING, INC., Fortville, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 6, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and nitrogen solutions*, from Marseilles, Ill., to points in Indiana, Illinois, Michigan, Wisconsin, Minnesota, Ohio, Iowa, and Missouri, and *damaged and rejected shipments*, on return.

HEARING: November 8, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner William J. Cave.

No. MC 119934 (Sub-No. 71), filed September 1, 1963. Applicant: ECOFF TRUCKING, INC., Fortville, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry starch*, in pneumatic hopper-type vehicles, from Indianapolis, Ind., to points in Illinois, Michigan, and Ohio, and *damaged or rejected shipments*, on return.

HEARING: October 22, 1963, at the Midland Hotel, Chicago, Ill., before Examiner W. Elliott Neffien.

No. MC 120117 (Sub-No. 1), filed August 9, 1963. Applicant: DETROIT TRANSFER COMPANY, a corporation, 1785 West Jefferson, Detroit, Mich. Applicant's attorney: Edward Sanders,

1657 Penobscot Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Baggage, theatrical scenery and equipment*, and (2) *empty containers or other such incidental facilities (not specified)* used in transporting the commodities specified, between points in the Lower Peninsula of Michigan.

NOTE: Common control may be involved.

HEARING: November 1, 1963, at the Federal Building, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner James A. McKiel.

No. MC 120635 (Sub-No. 1), filed July 30, 1963. Applicant: E. B. SHEETS, doing business as MERCHANTS DELIVERY & TRANSFER, 419 South Ninth Street, Boise, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crated household goods*, between points in Idaho.

HEARING: October 22, 1963, at the Public Utilities Commission, State House, Boise, Idaho before Joint Board No. 49, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 123165 (Sub-No. 2), filed July 24, 1963. Applicant: ROBERTS TRADING CORP., 116 Buffalo Street, Canandaigua, N.Y. Applicant's attorney: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wine*, from Canandaigua, N.Y., to points in Connecticut, Texas, California, Nebraska, Iowa, Delaware, Colorado, Oklahoma, and Arizona, (2) *wine*, in bulk, in tank vehicles, from Canandaigua, N.Y., to Cleveland, Cincinnati, and Youngstown, Ohio, (3) *sugar, glass bottles, bottle caps, fruit juice and fruit concentrate*, (a) from points in Indiana, Massachusetts, Maryland, Illinois, Michigan, Delaware, Connecticut, and Virginia, to Canandaigua, N.Y., and (b) from Canandaigua, N.Y., to Petersburg, Va., (4) *fruit juice and fruit concentrate*, (a) from points in Connecticut, New Jersey, Pennsylvania, West Virginia and New York, N.Y., to Canandaigua, N.Y., and (b) from points in Michigan, to Canandaigua, N.Y., and Petersburg, Va., and (5) *wine*, in bulk, (a) from Petersburg, Va., to points in Florida, Alabama, Maryland, and New York, and (b) from points in Michigan, to Canandaigua, N.Y., and Petersburg, Va.

NOTE: Applicant states *rejected and returned shipments* of the above commodities will be transported from the aforementioned destinations to origin points.

HEARING: October 30, 1963, at the Manger Hotel, Rochester, N.Y., before Examiner Garland E. Taylor.

No. MC. 123343 (REPUBLICATION), filed December 30, 1960, published in FEDERAL REGISTER issue of March 8, 1961, and republished this issue. Applicant: EDWARD H. HANBY, doing business as WING'S & TRUCK'S TRANSPORTATION CO., 2601 Spenard Road, Spenard, Alaska. By application filed

December 30, 1960, applicant seeks authority to continue to operate as a common carrier, by motor vehicle, over irregular routes, under the applicable "grandfather" provisions of the Interstate Commerce Act, transporting: General Commodities, except Classes A and B explosives, household goods as defined by the Commission and commodities in bulk, between points in Alaska within a 25 mile radius of Anchorage. The application was referred to Joint Board No. 412 for hearing to be held on March 18, 1963, at Anchorage, Alaska. At the hearing the application was amended to except commodities which because of unusual size, shape or weight require the use of special equipment and to delete the exception of household goods as defined by the Commission. A Report and Order, served July 18, 1963, which became effective August 19, 1963, finds that on and continuously since August 26, 1958, applicant has been engaged in operation of interstate or foreign commerce, as a *common carrier*, by motor vehicle, over irregular routes, of *general commodities*, except Classes A and B explosives, commodities requiring special equipment and commodities in bulk, between points in Alaska within a 25 mile radius of Anchorage, Alaska, including Anchorage, and that a certificate authorizing continuance of such operations should be granted, subject to republication in the FEDERAL REGISTER to show the deletion of the exception of household goods as defined by the Commission, in order to give any interested party adversely affected 30 days notice to file an appropriate pleading.

No. MC 123639 (Sub-No. 10), filed September 2, 1963. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver 16, Colo. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as defined by the Interstate Commerce Commission, from Lincoln, Nebr., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and the District of Columbia.

HEARING: September 30, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Samuel Horwich.

No. MC 123910 (Sub-No. 3) (AMENDMENT), filed March 1, 1963, published FEDERAL REGISTER issue of July 24, 1963, amended September 5, 1963, and republished, as amended, this issue. Applicant: PAUL GIBSON, doing business as PAUL GIBSON TRUCKING CO., 404 East 21st Street, Wichita, Kans. Applicant's attorney: James F. Miller, Suite N-13 Medical and Professional Building, 7501 Mission Road, Shawnee Mission, Kans. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Crushed limestone*, from Weeping Water, Nebr.,

and points within five (5) miles thereof, to Wichita and Lyons, Kans.

NOTE: Applicant states the proposed service will be rendered under one contract with Cudahy Packing Co. and a second contract with the American Salt Company. The purpose of this republication is to add Lyons, Kans. as a destination point and also to indicate that the proposed service will be rendered under a second contract with the American Salt Company.

HEARING: Remains as assigned October 9, 1963, at the Hotel Cornhusker, Lincoln, Nebr., before Joint Board No. 19.

No. MC 124078 (Sub-No. 78), filed August 19, 1963. Applicant: SCHWERTMAN TRUCKING CO., a Wisconsin corporation, 620 South 29 Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over *irregular routes*, transporting: *Fly ash*, from points in West Virginia, to points in Kentucky, Ohio, Pennsylvania, Maryland, Virginia, and West Virginia.

NOTE: Applicant states it presently holds contract carrier authority under Docket MC 113832 and Subs thereto and common carrier authority under Docket MC 124078 and Subs thereto. An application is pending before the Commission in Docket MC 124078 (Sub-No. 38) to convert all of its permits to a common carrier certificate. Common control may be involved.

HEARING: November 5, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Abraham J. Essrick.

No. MC 124241 (Sub-No. 1), filed July 12, 1963. Applicant: REX WELLS AND RAY WELLS, doing business as WELLS BROTHERS, 584 Sparks, Twin Falls, Idaho. Applicant's attorney: Raymond D. Givens, Columbia Building, 500 Washington Street, Post Office Box 965, Boise, Idaho. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, and meat byproducts*, as described in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 766 (except commodities in bulk, in tank vehicles), (1) from Buhl, Idaho, to points in California, Oregon, and Wyoming, (2) from Buhl, Idaho, to Butte, Mont., and points within five (5) miles thereof, and (3) *exempt commodities*, from the destination points to the origin points as shown in Nos. (1) and (2) above.

HEARING: October 22, 1963, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner William E. Messer.

No. MC 124259 (Sub-No. 3), filed June 28, 1963. Applicant: CAIN BROS., INC., 3413 Crystle Road, Terre Haute, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, from South Bend, Ind., to East St. Louis and Collinsville, Ill., and points in Georgia, Alabama, and Florida, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: Applicant states the service proposed will be under a continuing contract with Drewry's Ltd., U.S.A. Inc., South Bend, Ind.

HEARING: October 30, 1963, in Room 908, Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Examiner W. Elliott Nefflen.

No. MC 124323 (Sub-No. 1), filed June 4, 1963. Applicant: HARRY BURTON, doing business as BURTON TRUCKING, INC., Malone, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Grain, lumber and wood chips*, beginning and ending at ports of entry on the International boundary line between the United States and Canada in New York and extending to points in Clinton, Franklin, St. Lawrence, and Essex Counties, N.Y.

HEARING: November 6, 1963, at the Federal Building, Syracuse, N.Y., before Examiner Garland E. Taylor.

No. MC 124411 (Sub-No. 3), filed September 5, 1963. Applicant: SULLY TRANSPORT, INC., Sully, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer ingredients and chemicals*, in bulk, in tank vehicles, from Cordova, Ill., and points within ten (10) miles thereof, to points in Iowa.

HEARING: October 15, 1963, at the Midland Hotel, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 125313 (Sub-No. 1), filed June 3, 1963. Applicant: CLEVELAND SYRUP CORPORATION, 4999 Mead Avenue, Cleveland 27, Ohio. Applicant's attorney: Edwin C. Reminger, 905 The Leader Building, Cleveland 14, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Liquid sugar, liquid corn syrup and blends thereof, and liquid dextrose*, in bulk, in tank vehicles, from Cleveland, Ohio, to points in New York on and west of a line beginning at Lake Ontario and extending south along New York Highway 19 to the New York-Pennsylvania State line, points in Pennsylvania on, west and south of a line beginning at the New York-Pennsylvania State line and extending south along U.S. Highway 219 to junction U.S. Highway 322, thence east along U.S. Highway 322 to junction U.S. Highway 220, thence south along U.S. Highway 220 to the Pennsylvania-Maryland State line, and points in West Virginia on, north and west of a line beginning at Huntington, W. Va. and extending east along U.S. Highway 60 to junction U.S. Highway 19, thence north along U.S. Highway 19 to the West Virginia-Pennsylvania State line.

HEARING: October 21, 1963, at The Cleveland Statler Hilton, Cleveland, Ohio, before Examiner James A. McKiel.

No. MC 125356, filed May 13, 1963. Applicant: GEORGE W. JONES, 2315 East 27th Street, Los Angeles 58, Calif. Applicant's representative: Pete H. Dawson, 4453 East Piccadilly Road,

Phoenix 18, Ariz. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New and used farm and factory machinery, office machines and supplies, refrigeration units, printing presses, army jeeps, trucks, tanks and auto parts, and scrap metal*, between points in California, on the one hand, and, on the other, points in Connecticut, Delaware, Illinois, Indiana, Iowa, Massachusetts, Michigan, Minnesota, Missouri, Maryland, Ohio, New York, Pennsylvania, Rhode Island, West Virginia, and Wisconsin.

HEARING: October 28, 1963, at the Federal Building, Los Angeles, Calif., before Examiner F. Roy Linn.

No. MC 125362 (Sub-No. 1), filed May 24, 1963. Applicant: THOMAS P. SMITH, 1233 Greenwood Street, Jackson, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, (1) from Milwaukee, Wis., to Jackson, Mich., and (2) from Fort Wayne, Ind., to Jackson, Mich., and *empty containers or other such incidental facilities* (not specified), used in transporting malt beverages, in connection with routes (1) and (2) above, on return.

HEARING: October 28, 1963, at the Federal Building, Lansing, Mich., before Examiner James A. McKiel.

No. MC 125375 (Sub-No. 1), filed July 11, 1963. Applicant: F. B. GUEST, doing business as F. B. G. TRANSPORT, 3461 Gilbert Road SE., Atlanta, Ga. Applicant's attorney: Monty Schumacher, Suite 693, 1375 Peachtree Street NE., Atlanta 9, Ga. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cottage cheese*, in mechanically refrigerated vehicles, from Rock Island, Ill., to Greenville, S.C., Montgomery, Ala., Jacksonville, Miami, and Tampa, Fla., and *exempt commodities*, on return.

HEARING: October 23, 1963, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Theodore M. Tahan.

No. MC 125474 (AMENDMENT), filed June 21, 1963, published FEDERAL REGISTER issue August 21, 1963, amended September 6, 1963, and republished as amended this issue. Applicant: BULK HAULERS, INC., 420 West Shipyard Boulevard, Wilmington, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen solution, caustic soda, molten sulphur, anhydrous ammonia, fertilizer solutions, and sulphuric acid*, in bulk, in tank vehicles, between Wilmington, N.C., and points within 25 miles thereof, on the one hand, and, on the other, points in Virginia, North Carolina, and South Carolina.

NOTE: Common control may be involved. The purpose of this republication is to include the additional commodities of "anhydrous ammonia, fertilizer solutions, and sulphuric acid" in the authority sought.

HEARING: Remains as assigned October 22, 1963, at the U.S. Courtrooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 196.

No. MC 125519, filed July 10, 1963. Applicant: JOHN J. PRPICH, doing business as LAWTON VALLEY LINES, 604 Second Street, Lawton, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wine, in cases, fruit products and exempt commodities*, from Paw Paw, Mich., and points within five (5) miles thereof, to points in Wisconsin, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, and *exempt commodities*, on return, and (2) *wine, in cases, fruit products and exempt commodities, and empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, between points in Michigan and points in Wisconsin.

HEARING: October 29, 1963, at the Federal Building, Lansing, Mich., before Examiner James A. McKiel.

No. MC 125558 (CORRECTION), filed July 25, 1963, published in FEDERAL REGISTER issue, August 28, 1963, and republished as corrected this issue. Applicant: I. N. WALKER, 1915 Byron Street, Richmond 22, Va. Applicant's attorney: Jno. C. Goddin, Insurance Building, 10 South 10th Street, Richmond 19, Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bank, church, school and store furniture and fixtures and instruments and fixtures and instruments and tools necessary to the installation thereof*, from Richmond, Va., to points in Alabama, Delaware, District of Columbia, Florida, Georgia, Kentucky, Maryland, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, and West Virginia, and *used commodities described above for repair and refinishing*, on return.

NOTE: Applicant states the proposed operation will be under continuing contracts with Acme Fixture Company, Inc., and Modern Woodwork, Inc., both of Richmond, Va. The purpose of this republication is to eliminate reference to a pending application for common carrier authority in MC 125174. This was dismissed by the Commission's order of July 31, 1963, at the request of applicant.

HEARING: Remains as assigned October 11, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Gerald F. Colfer.

No. MC 125562, filed July 29, 1963. Applicant: EDWIN S. LEHMAN AND DENNIS D. LEHMAN, doing business as LEHMAN TRUCKING CO., Box 103, Kidron, Ohio. Applicant's attorney: Bernard S. Goldfarb, 1625 The Illuminating Building, 55 Public Square, Cleveland 13, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum truck body van knock down kits, construction machinery cabs, and construction machinery fabricated parts*, on shipper owned trailers of spe-

cial design, from Kidron, Ohio, to Batavia, N.Y., Galion, Ohio, Benton Harbor, Mich., Jersey City, N.J., Atlanta, Ga., Chicago, Ill., Pittsburgh, Pa., and Detroit, Mich., and *rejected and returned shipments and materials and supplies used in manufacturing of the above commodities*, on return.

HEARING: October 22, 1963, at the Cleveland Statler Hilton, Cleveland, Ohio, before Examiner James A. McKiel.

No. MC 125564, filed July 29, 1963. Applicant: HERBERT R. AND CARL RUDD, a partnership, doing business as RUDD'S 24 HOUR SERVICE, 1032 East Michigan Avenue, Jackson, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked, damaged, disabled or replacement motor vehicles*, between Jackson, Mich., and points within twenty-five (25) miles thereof, on the one hand, and, on the other, points in Ohio, Indiana, and Illinois.

HEARING: November 1, 1963, at the Federal Building, Lansing, Mich., before Examiner James A. McKiel.

No. MC 125616, filed August 19, 1963. Applicant: W. PAUL HENRY, 300 Robinwood Drive, Hagerstown, Md. Applicant's attorney: Russell S. Bernhard, Commonwealth Building, 1625 K Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities, in bulk, and those requiring special equipment), between Dulles International Airport, Loudoun-Fairfax Counties, Va., and Washington National Airport, Gravelly Point, Va., on the one hand, and, on the other, Hagerstown, Md., and Chambersburg and Greencastle, Pa., restricted to traffic having a prior or subsequent movement by air.

HEARING: November 4, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before William N. Culbertson.

MOTOR CARRIERS OF PASSENGERS

No. MC 29592 (Sub-No. 14), filed August 1, 1963. Applicant: ARROW STAGE LINES, INC., 1113 McDonald Street, Sioux City 3, Iowa. Applicant's attorney: Donald E. Leonard, Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, on individual tickets sold by the carrier, in special and charter service, between points in Woodbury County, Iowa, and points in Antelope, Brown, Burt, Cherry, Cumming, Dakota, Dawson, Dixon, Dodge, Holt, Lancaster, Madison, Pierce, Rock, Saunders, Sheridan, Stanton, Thurston, Washington, and Wayne Counties, Nebr., on the one hand, and, on the other, points in the United States and ports of entry on the international boundary line between the United States and Canada.

HEARING: November 6, 1963, at the U.S. Courtrooms, Sioux City, Iowa, before Examiner John S. Messer.

No. MC 111037 (Sub-No. 3), filed August 1, 1963. Applicant: WARREN CITY LINES, INC., 34 Pennsylvania Avenue East, Warren, Pa. Applicant's attorney: Albert J. Tener, Bank of Jamestown Building, Jamestown, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in round-trip sightseeing and pleasure tours, from points in Warren County, Pa., Corry (Erie County), Pa., and points within fifteen (15) miles of Corry, to points in the United States (except Alaska and Hawaii) and to points on the international boundary lines between the United States and Canada and the United States and Mexico.

HEARING: October 23, 1963, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Garland E. Taylor.

No. MC 119860 (Sub-No. 1), filed July 22, 1963. Applicant: CAPITAL COACH LINES CO., LTD., 610 Wellington Street, Ottawa, Ontario, Canada. Applicant's attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers, and their baggage*, in the same vehicle with passengers, in round-trip charter operations, in foreign commerce, beginning and ending at ports of entry on the international boundary line between the United States and Canada along the boundaries of the Provinces of Ontario and Quebec and the States of Michigan, New York, and Vermont and extending to points in the United States, including Alaska, but excluding Hawaii.

HEARING: October 31, 1963, at the Federal Building, Syracuse, N.Y., before Examiner Garland E. Taylor.

No. MC 125538, filed July 19, 1963. Applicant: FRONTENAC COACH LINES, LIMITED, 424 Montreal Street, Kingston, Ontario, Canada. Applicant's representative: Raymond A. Richards, 35 Curtice Park, Webster, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle, in charter operations, beginning and ending at ports of entry on the international boundary line between the United States and Canada, and extending to points in Connecticut, Maine, Massachusetts, Michigan, New Hampshire, New York, Rhode Island, and Vermont.

HEARING: November 5, 1963, at the Federal Building, Syracuse, N.Y., before Examiner Garland E. Taylor.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIERS OF PROPERTY

No. MC 3009 (Sub-No. 51), filed September 6, 1963. Applicant: WEST BROTHERS, INC., 706 East Pine Street, Hattiesburg, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A

and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Crystal Springs, Miss., and Tylertown, Miss.: from Crystal Springs, over Mississippi Highway 27 to Tylertown, and return over the same route, serving all intermediate points and serving Crystal Springs as a point of joinder only.

No. MC 61440 (Sub-No. 88), filed September 2, 1963. Applicant: LEE WAY MOTOR FREIGHT, INC., 3000 West Reno, Oklahoma City, Okla. Applicant's attorney: Richard H. Champlin (same address as applicant's). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except light and bulky articles, gold bullion, paper money, silver, articles of virtue, commodities injurious or contaminating to other lading, commodities of unusual value, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and Classes A and B explosives), between Fort Worth, Tex., and the Texas-Oklahoma State line, approximately two miles south of Terral, Okla., from Fort Worth over U.S. Highway 81 to the Texas-Oklahoma State line, approximately two miles south of Terral, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations. Restriction: The proposed operations are to be restricted to preclude the transportation of any traffic moving between Wichita Falls, Tex., and points within 25 miles of Wichita, on the one hand, and, on the other, other points in Texas.

NOTE: Common control may be involved.

No. MC 103435 (Sub-No. 146), filed August 23, 1963. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, a corporation, East 915 Springfield Avenue, Spokane, Wash. Applicant's representative: J. Maurice Andren, 1734 Tilford, Rapid City, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except liquid petroleum products, in bulk, in tank vehicles), between Havre, Mont., and port of entry on the international boundary between the United States and Canada near Wildhorse, Alberta, Canada: from Havre over Montana Highway 232 to port of entry on the international boundary line between the United States and Canada near Wildhorse, Alberta, and return over the same route, serving all intermediate points, and the off-route point of the U.S. Radar Site approximately nine (9) miles east of Montana Highway 232.

No. MC 108676 (Sub-No. 8), filed April 1, 1963. Applicant: A. J. METLER HAULING AND RIGGING, INC., 117 Chicamauga Avenue NE., Knoxville 17, Tenn., Applicant's attorney: Samuel W. Earnshaw, 983 National Press Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Articles, self-propelled, or not re-*

quiring special equipments, each weighing 15,000 pounds or more with or without incidental machinery, tools, parts or supplies moving in conjunction therewith, in driveway, haulaway, or tow-away service, between Knoxville, Tenn., and points within 75 miles of Knoxville, on the one hand, and, on the other, points in Alabama, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia.

No. MC 114106 (Sub-No. 40), filed August 25, 1963. Applicant: MAYBELLE TRANSPORT COMPANY, a corporation, Post Office Box 573, Lexington, N.C. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 36, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flour*, in bulk, in tank vehicles, from High Point, N.C., to points in North Carolina and to points in Virginia on and south of U.S. Highway 58 and on and west of U.S. Highway 301.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in MC 115176; therefore, dual operations may be involved.

No. MC 114194 (Sub-No. 53), filed September 3, 1963. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Starch and blends*, in bulk, from Granite City, Ill., to points in New York, New Jersey, Delaware, Maryland, Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire, Maine, North Dakota, and South Dakota, and *rejected shipments*, on return.

No. MC 115841 (Sub-No. 150), filed August 29, 1963. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cartons and boxes, pasteboard, corrugated or wood, knocked down, twine and wire accessories, and foodstuffs*, in mixed or straight truckload shipments, between Martinsburg, W. Va., and Huntsville, Ala.

No. MC 118561 (Sub-No. 4), filed August 2, 1963. Applicant: HERBERT B. FULLER, doing business as FULLER TRANSFER COMPANY, Post Office Box 422, Maryville, Tenn. Applicant's attorney: Fred G. Asquith, Bank of Knoxville Building, Knoxville 2, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products, and articles distributed by meat packinghouses*, as described in Appendix to the Report in Modifications in Permits—Packing House Products, 48 M.C.C. 23, between Knoxville, Tenn., and Fontana Village, N.C.

NOTE: Applicant states transportation will be furnished for empty containers or other such incidental facilities (not specified) between points specified above.

MOTOR CARRIERS OF PASSENGERS

No. MC 1501 (Sub-No. 304), filed August 27, 1963. Applicant: THE GREYHOUND CORPORATION, Western Greyhound Lines, 371 Market Street, San

Francisco 5, Calif. Applicant's attorney: Earl A. Bagby (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express and newspapers*, in the same vehicle with passengers. 1. *Revision of Route No. 70 on Certificate Sheet No. 17.* Establish a new regular route of operation over relocated segment of U.S. Highway 50 between West Placerville Junction and El Dorado Fairgrounds Overcrossing, to be included as a segment of regular Route No. 70. *70. Between the Nevada-California State line east of Lakeside, and Sacramento; from the point where U.S. Highway 50 intersects the Nevada-California State line, over U.S. Highway 50 to junction unnumbered highway southeast of Folsom (East Folsom Junction), thence over unnumbered highway via Folsom to junction U.S. Highway 50 (Alder Creek Junction), thence over U.S. Highway 50 to Sacramento. (Connects with Nevada route 4.)

2. *Revision of Route No. 116 and Establishment of New Routes Nos. 144 and 144-A on Certificate Sheets Nos. 25 and 30, Respectively.* (a) Establish a new regular route of operation over a relocated segment of U.S. Highway 99 between North Bakersfield Junction and South Bakersfield Junction, to be included as a segment of regular Route No. 116; (b) Establish a new regular route of operation between West Bakersfield Junction and Bakersfield; (c) Establish a new regular route of operation between Greenfield Corners Junction and South Bakersfield Junction over segment of present Route No. 116 and U.S. Highway 399; and (d) Revoke the segment of present regular Route No. 116 over former U.S. Highway 99 between North Bakersfield Junction and Greenfield Corners. 116. Between San Francisco and Los Angeles: from San Francisco over San Francisco-Oakland Bay Bridge to Oakland, thence over unnumbered highway via San Leandro and Hayward to junction U.S. Highway 50 northeast of Hayward (Hayward Junction), thence over U.S. Highway 50 to junction California Highway 120 (San Joaquin Bridge), thence over California Highway 120 to junction unnumbered highway (Manteca), thence over unnumbered highway to junction U.S. Highway 99 south of Manteca (South Manteca), thence over U.S. Highway 99 to junction Interstate Highway 5 (San Fernando Junction), thence over Interstate Highway 5 to Los Angeles. *144. Between West Bakersfield Junction and Bakersfield: from junction U.S. Highway 99 and California Highway 178 (West Bakersfield Junction), over California Highway 178 to Bakersfield. *144-A. Between Greenfield Corners Junction and South Bakersfield Junction: from junction U.S. Highway 99 and U.S. Highway 399 (Greenfield Corners Junction), over U.S. Highway 399 to Greenfield Corners, thence over Business Route U.S. Highway 99 to junction U.S. Highway 99 (South Bakersfield Junction).

3. *Revision of Routes Nos. 207 and 209 on Certificate Sheet No. 40.* (a) Establish a new regular route between Ventura and Saticoy Junction over relocated California Highway 126, to be included as a segment of regular Route No. 207, in lieu of the present segment of said route between these termini which is proposed to be revoked; and (b) revise and reauthorize alternate Route No. 209 to terminate at South Saticoy Junction instead of Saticoy Junction. *207. Between Ventura and Newhall Ranch: from Ventura over California Highway 126 to Newhall Ranch (junction U.S. Highway 99). *209. Between El Rio and South Saticoy Junction: from El Rio over unnumbered highway to junction California Highway 126 (South Saticoy Junction). Alternate route to be used for operating convenience only, with no service at intermediate points.

4. *Revision of Routes Nos. 215 and 257 on Certificate Sheets Nos. 41 and 47A, respectively.* (a) Revise and reauthorize regular Route No. 215 to terminate at Figueroa Street Junction; and (b) establish a new regular route of operation over Alternate U.S. Highway 66 between the junction of York Boulevard and Figueroa Street, and Pasadena, and pursuant thereto, reauthorize a segment of California Highway 134 (also designated as Alternate U.S. Highway 66) between Figueroa Street Junction and Pasadena, as segments of regular Route No. 257 in lieu of the segment of present Route No. 257 between junction of Alternate U.S. Highway 66 and York Boulevard, and Pasadena, which is proposed to be revoked. *215. Between Hollywood and Figueroa Street Junction: from junction DeLongpre Avenue and Vine Street, Hollywood, over Vine Street to Sunset Boulevard, thence over Sunset Boulevard to Western Avenue, thence over Western Avenue to Los Feliz Boulevard, thence over Los Feliz Boulevard to Brand Boulevard, Glendale, thence over Brand Boulevard to junction California Highway 134, thence over California Highway 134 to junction Alternate U.S. Highway 66 (Figueroa Street Junction). *257. Between Los Angeles and the California-Arizona State line east of needles: from Los Angeles over Alternate U.S. Highway 66 to Pasadena, thence over unnumbered highway via Monrovia to junction U.S. Highway 66 south of Monrovia (Monrovia Junction), thence over U.S. Highway 66 via San Bernardino to junction unnumbered highway (West Barstow Junction), thence over unnumbered highway via Barstow to junction U.S. Highway 66 (East Barstow Junction), thence over U.S. Highway 66 to the point where it intersects the California-Arizona State line (connects with Arizona route 1), and return over the same routes, serving all intermediate points.

NOTE: The proposed operating authority hereinabove shown and explained is proposed to be incorporated in the designated revised sheet to said Certificate No. MC 1501 (Sub-No. 138).

No. MC 3647 (Sub-No. 350), filed September 3, 1963. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, 180 Boyden Avenue, Maplewood,

N.J. Applicant's attorney: Richard Fryling (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express and newspapers*, in the same vehicle with passengers, within Moorestown Township, N.J.: from the junction of West Main Street and South Church Street over South Church Street to New Jersey Highway 38, and return over the same route, serving all intermediate points.

No. MC 84728 (Sub-No. 39), filed August 27, 1963. Applicant: SAFEWAY TRAILS, INC., 1200 I Street NW., Washington, D.C. Applicant's attorney: Julian P. Freret, Continental Building, 1012 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express*, in the same vehicle with passengers, between the intersection of U.S. Highway 29 and Maryland Highway 196 at or near Stewart Lane, Montgomery County, Md. and the intersection of U.S. Highway 29 and Maryland Highway 198 at or near Burtonsville, Md.: from the intersection of U.S. Highway 29 and Maryland Highway 196 approximately one-third mile north of Whiteoak, Md., and at or near Stewart's Lane, over U.S. Highway 29 to its intersection with Maryland Highway 198 at or near Burtonsville, and return over the same route, serving all intermediate points.

No. MC 84728 (Sub-No. 40), filed September 5, 1963. Applicant: SAFEWAY TRAILS, INC., 1200 I Street NW., Washington, D.C. Applicant's attorney: Julian P. Freret, Continental Building, 1012 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express*, in the same vehicle with passengers, between the intersection of Interstate Highway 295 and Black Horse Pike (New Jersey Highway 168) and the intersection of Interstate Highway 295 and New Jersey Highway 73; from the intersection of new Interstate Highway 295 and Black Horse Pike (New Jersey Highway 168) over Interstate Highway 295 to its intersection with New Jersey Highway 73, and return over the same route, serving all intermediate points.

NOTE: Common control may be involved.

NOTICE OF FILING OF PETITIONS

No. MC 89697 (PETITION FOR MODIFICATION OF CERTIFICATE), filed September 4, 1963. Petitioner: KRA-JACK TANK LINES, INC., 480 Westfield Avenue, Roselle Park, N.J. Petitioner's attorney: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. In MC 89697 petitioner is authorized to operate as a *common carrier*, by motor vehicle, transporting: Sheet 1: Commercial solvents, paint-, lacquer-, and cleaning solvents, ether, alcohol, and acetates, in bulk, in tank trucks, between Carteret and Bound Brook, N.J., and points in Bergen, Essex, Hudson and Union Counties, N.J., on the one hand, and, on the other, points

in Connecticut, Delaware, Massachusetts, New Jersey, New York, and Pennsylvania within 250 miles of Elizabeth, N.J. Sheet 2: Inflammable alcohols, acetates and solvents, in bulk, in tank vehicles, from Newark and Carlstadt, N.J., to points in Bristol and Providence Counties, R.I., and alcohol, denatured, and solvents, in bulk, in tank vehicles, between Newark, N.J., on the one hand, and, on the other, Baltimore, Md. By the instant petition, petitioner requests that its certificate in MC 89697 be modified to authorize the transportation of *liquid chemicals*, in bulk, in tank vehicles, within the above described territory, in place of the commodity descriptions referred to above. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading.

No. MC 108065 (PETITION TO INCLUDE HORN LAKE, MISS., IN THE MEMPHIS, SHELBY COUNTY, TENNESSEE MUNICIPALITY), dated August 30, 1963. Petitioner: PATTERSON TRANSFER COMPANY, a corporation, 648 Riverside Drive, Memphis, Tenn. Petitioner's representative: John Denley Taylor, Sr., Post Office Box 10102 McKellar Station, Memphis, Tenn., 1831 South Lauderdale, Memphis, Tenn. Petitioner is authorized to transport general commodities, with no exceptions, between Memphis, Tenn., and West Memphis, Ark., but at present there is no carrier authorized to perform direct service between Horn Lake, Miss., and West Memphis, Ark., especially on unrestricted articles. Horn Lake is just across the State line from Memphis, Tenn., and there is now and prospect of Memphis business moving into an industrial site at Horn Lake. By the instant petition, petitioner requests that Horn Lake, Miss., located on Horn Lake Road, between Interstate Highway 55 and U.S. Highway 51 and U.S. Highway 61, be included in the Memphis, Shelby County, Tenn., municipality, taking same rates and privileges as other towns included in that municipal area. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 110144 (Sub-No. 7), filed August 30, 1963. Applicant: JACK C. ROBINSON, doing business as ROBINSON FREIGHT LINES, Post Office Box 3347, Knoxville, Tenn. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, (1) between Cleveland, Tenn., and Greenville, Tenn.; from Cleveland over Tennessee Highway 2 to junction Tennessee Highway 1, thence over Tennessee Highway 1 to junction Tennessee Highway 9,

thence over Tennessee Highway 9 to junction Tennessee Highway 34, and thence over Tennessee Highway 34 to Greenville, and return over the same route, serving all intermediate points, except those between Cleveland and Loudon, Tenn., (2) (a) between Chattanooga, Tenn., and Knoxville, Tenn.; from Chattanooga over Tennessee Highway 2 to junction Tennessee Highway 74, thence over Tennessee Highway 74 to junction Tennessee Highway 33, thence over Tennessee Highway 33 to junction Tennessee Highway 73, and thence over Tennessee Highway 73 to Knoxville, and return over the same route, serving all intermediate points except those between Cleveland, Tenn., and Chattanooga, Tenn., and (b) between Knoxville and Copperhill, Tenn.; from Knoxville over Tennessee Highway 73 to junction Tennessee Highway 33, thence over Tennessee Highway 33 to junction Tennessee Highway 74, thence over Tennessee Highway 74 to junction Tennessee Highway 40, and thence over Tennessee Highway 40 to Copperhill, and return over the same route, serving all intermediate points,

(3) (a) between Etowah, Tenn., and Athens, Tenn.; from Etowah over Tennessee Highway 30 to Athens, and return over the same route, serving all intermediate points, and (b) between Madisonville, Tenn., and Tellico Plains, Tenn.; from Madisonville over Tennessee Highway 68 to Tellico Plains, and return over the same route, serving all intermediate points except that no commodities shall be transported over this route from Chattanooga, Tenn., destined to or from Athens, (4) between Cleveland, Tenn., and Greenville, Tenn.; from Cleveland over Tennessee Highway 2 to junction Tennessee Highway 1, thence over Tennessee Highway 1 to junction Tennessee Highway 9, thence over Tennessee Highway 9 to junction Tennessee Highway 34, and thence over Tennessee Highway 34 to Greenville, and return over the same route, serving all intermediate points, except those between Cleveland and Loudon, Tenn., (5) (a) between Chattanooga, Tenn., and Memphis, Tenn.; from Chattanooga over U.S. Highway 64 to Memphis, and return over the same route, serving the intermediate point of Hales Bar Dam Site, and (b) between Greenville, Tenn., and Bristol, Tenn., (1) from Greenville over U.S. Highway 11-E to Bristol and (2) from Greenville over U.S. Highway 11-E to junction U.S. Highway 19E at Elizabethtown, thence over U.S. Highways 19 and 19E to Bristol, and return over the same routes, serving all intermediate points, and (c) between Knoxville, Tenn., and Bristol, Tenn.; from Knoxville over U.S. Highway 11-W to Bristol, and return over the same route, serving the intermediate point of Kingsport, Tenn., (6) serving Greenland, Tenn. (Hawkins County, Tenn.) and points within five (5) miles thereof, as off-route points in connection with applicant's regular-route operations, (7) between Ocoee, Tenn., and Tenna, Tenn.; from Ocoee over U.S. Highway 411 to Tenna, and return over the same route, serving all intermediate points within five (5) miles of said highway, (8) serving the Melton

Hill Dam Site, Tenn., and points within five (5) miles thereof (except Oak Ridge, Tenn.), as off-route points in connection with applicant's regular-route operation, and

(9) (a) between Knoxville and Memphis, Tenn.; (1) from Knoxville over proposed Interstate Highway 40 and U.S. Highway 70 to Memphis, (2) from Knoxville over U.S. Highway 70 and proposed Interstate Highway 40 to junction Tennessee Highway 100, thence over Tennessee Highway 100 to junction Tennessee Highway 18, thence over Tennessee Highway 18 to junction Tennessee Highway 57, thence over Tennessee Highway 57 to Memphis, and (3) from Knoxville over Interstate Highway 40 and U.S. Highway 70 to junction Tennessee Highway 100, thence over Tennessee Highway 100 to junction Tennessee Highway 15, thence over Tennessee Highway 15 to junction Interstate Highway 40 and thence over Interstate Highway 40 to Memphis, (b) between Knoxville and Bristol, Tenn.; from Knoxville over proposed Interstate Highways 40 and 81 and/or U.S. Highways 11E and 11W to Bristol, (c) between Chattanooga and Knoxville, Tenn.; from Chattanooga over proposed Interstate Highways 75 and 40 to Knoxville, (d) between Chattanooga and Memphis, Tenn.; from Chattanooga over proposed Interstate Highway 24 to Nashville, thence over Interstate Highway 40 and U.S. Highway 70 to Memphis, and (e) between Johnson City and Kingsport, Tenn.; from Johnson City over U.S. Highway 23 to Kingsport, and return over the same routes, in (a), (b), (c), (d), and (e) serving no intermediate points, as alternate routes for operating convenience only in connection with applicant's regular-route operations.

NOTE: Applicant states it is its intent and purpose in the filing of this application to restrict its scope and extent (both as to commodities and routes) exactly to that contained in Docket MC 110144 Sub 6, which are the operations now being conducted. This application is directly related to MC-F-8541, published issue of September 11, 1963.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-8142 (NORWALK TRUCK LINES, INC.—PURCHASE—COLUMBIA CARTAGE CO., INC.), published in the May 16, 1962, issue of the FEDERAL REGISTER on page 4648. Amendment to the application filed September 4, 1963, as suggested in the report and recommended order of the hearing examiners, to show joinder of GEORGE W. BYERS, SR., ARTHUR E. WHITE, and ELMER J. KLAMFOTH, as additional persons in control of NORWALK TRUCK LINES, INC., and to delete EDGAR S. NOLAND

and FRANCIS T. SROKA, in prior notice as persons in control of NORWALK TRUCK LINES, INC.

No. MC-F-8513 (MERCHANTS FAST MOTOR LINES, INC.—PURCHASE (PORTION)—RYDER TRUCK LINES OF MO., INC.), published in the July 31, 1963, issue of the FEDERAL REGISTER on page 7812. Application filed September 10, 1963, for temporary authority under section 210a(b).

No. MC-F-8547. Authority sought for purchase by WEIR-COVE MOVING & STORAGE CO., 4224 Freedom Way, Weirton, W. Va., of the operating rights of LYNN E. JONES, 1028 Tomlinson Avenue, Moundsville, W. Va., and for acquisition by ROMANO CASTELLI, 124 Meadow Brook Lane, Weirton, W. Va., of control of such rights through the purchase. Applicants' representative: David L. Bennett, 213 First National Bank Building, Wheeling, W. Va. Operating rights sought to be transferred: *Such bulk commodities as are transported in dump trucks*, as a common carrier over irregular routes, from Martins Ferry, Ohio, and Benwood, W. Va., to points in Brooke, Hancock, Ohio, Marshall, Tyler, and Wetzel Counties, W. Va., and Belmont County, Ohio, and between points in Belmont, Guernsey, Harrison, Jefferson, Monroe, and Noble Counties, Ohio, on the one hand, and points in Brooke, Hancock, Marshall, Ohio, Pleasants, Tyler, and Wetzel Counties, W. Va., on the other. Vendee is authorized to operate as a common carrier in Pennsylvania, Ohio, West Virginia, Maryland, Michigan, and New York. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8548. Authority sought for purchase by WALES TRUCKING COMPANY, 905 Meyers Road, Grand Prairie, Tex., of a portion of the operating rights of HUNSAKER TRUCKING CONTRACTOR, INC., 11476 Harry Hines Boulevard, Dallas, Tex., and for acquisition by J. W. PORTER, H. A. PORTER, F. F. TRAVIS, J. W. PORTER, JR., P. W. GIFFORD, E. V. GIFFORD, W. I. FLEETWOOD, W. A. CUNNINGHAM, JOHN C. PORTER, W. E. POWELL, and R. E. WYNNE, all of Grand Prairie, Tex., of control of such rights through the purchase. Applicants' attorneys: James W. Hightower, 136 Wynnewood Professional Building, Dallas 24, Tex., and Leroy Hallman, 617 First National Bank Building, Dallas, Tex. Operating rights sought to be transferred: *Machinery, equipment, materials, and supplies*, used in or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts; and *machinery, equipment, materials, and supplies*, used in or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof, as a common carrier over irregular routes, between points in Alaska, on the one hand, and, on the other, points in Montana, Utah, Colorado, New Mexico, Wyoming, and Kansas; *commodities*, the transportation of which, because of size

or weight, requires the use of special equipment and *related machinery parts, and related contractors materials and supplies* when their transportation is incidental to the transportation by the carrier of commodities which, because of size or weight require the use of special equipment, exclusive of those commodities specified in the paragraph next above, between points in Alaska, on the one hand, and, on the other, points in New Mexico, Kansas, Oklahoma, and Arkansas. Vendee is authorized to operate as a common carrier in Kansas, Oklahoma, Texas, Michigan, Ohio, Pennsylvania, West Virginia, Arkansas, Indiana, Iowa, Colorado, Illinois, Kentucky, Louisiana, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, South Dakota, Wyoming, and Mississippi. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8549. Authority sought for (1) merger into BEVERAGE TRANSPORTATION, INC., 2158 Hamilton Avenue, Cleveland 14, Ohio, of the operating rights and property of CAPITOL MOTOR FREIGHT, INC., 140 Everett Avenue, Newark, Ohio, and for acquisition by CHARLES B. RETZER, also of Cleveland 14, Ohio, of control of such rights and property through the transaction, and (2) control by B & L MOTOR FREIGHT, INC., 140 Everett Avenue, Newark, Ohio, of BEVERAGE TRANSPORTATION, INC., 2158 Hamilton Avenue, Cleveland 14, Ohio, and for acquisition by H. E. LeFEVRE, also of Newark, Ohio, of control of BEVERAGE TRANSPORTATION, INC., through the acquisition by B & L MOTOR FREIGHT, INC. Applicants' attorneys: Clarence D. Todd, 1825 Jefferson Place NW., Washington 36, D.C., and Fred D. Kidder, 1144 Union Commerce Building, Cleveland 14, Ohio. Operating rights sought to be merged: (1) *Malt beverages*, as a common carrier, over irregular routes, from St. Louis, Mo., to Columbus, Ohio, from Milwaukee, Wis., to points in Ohio, via Chicago, Ill., from Chicago and Maywood, Ill., to points in Ohio; *empty malt beverages containers*, from Columbus, Ohio, to St. Louis, Mo.; *empty beverage containers and cases*, from points in Ohio, to Milwaukee, Wis., and Chicago and Maywood, Ill. RESTRICTION: The authority granted herein shall be subject to the right of the Commission, which is hereby expressly reserved, to impose such terms, conditions or limitations in the future as it may find necessary in order to insure that carrier's operations shall conform to the provisions of Section 210 of the Act; Operating rights sought to be controlled: (2) *Malt beverages and wines*, and *empty containers* therefor, as a common carrier over irregular routes, between Cleveland, Ohio, on the one hand, and, on the other, St. Louis, Mo., and points in Illinois, Indiana, New Jersey, New York, Pennsylvania, and Wisconsin; *malt and phosphated beverages, wines, cordials, and alcoholic liquors*, and *empty containers* therefor, between points in Ohio, on the one hand, and, on the other, points in Massachusetts; *malt beverages*, from Milwaukee, Wis., to Ashtabula, Niles, and Painesville, Ohio; *empty*

malt-beverages containers, from Ashtabula, Niles, and Painesville, Ohio, to Milwaukee, Wis.; *malt beverages*, in containers, from Milwaukee, Wis., to Ravenna and Youngstown, Ohio; *empty malt-beverage containers*, from Ravenna and Youngstown, Ohio, to Milwaukee, Wis.; *wines*, from Chicago, Ill., to Youngstown, Ohio; *empty containers*, used in transporting wines, from Youngstown, Ohio, to Chicago, Ill.

RESTRICTION: The separately stated authorities granted hereinabove shall not be joined or tacked one to another, directly or indirectly, for the purpose of performing any through transportation; *wine*, in containers, from Hammondsport, N.Y., to points in Ohio (except Cleveland); *empty wine containers*, from points in Ohio (except Cleveland), to Hammondsport, N.Y.; *malt beverages*, from Milwaukee, Wis., to Lorain, Ohio; *empty beer containers and kegs*, from Lorain, Ohio, to Milwaukee, Wis.; *wine*, from Chicago, Ill., to Lorain, Ohio; *malt beverages*, in containers, and *related advertising matter* when moving therewith, from Cleveland, Ohio, to Kansas City, Kans., and points in Missouri (except St. Louis), from Peoria, Ill., to points in Ohio on and north of a line beginning at the Indiana-Ohio State line and extending eastward along U.S. Highway 30 to junction U.S. Highway 30-S, thence along U.S. Highway 30-S to junction U.S. Highway 30, thence along U.S. Highway 30, through Massillon, Canton, and East Liverpool, Ohio, to the Ohio-West Virginia State line; *returned malt beverages*, from the above-specified destination points to their respective origin points; *malt beverages and advertising matter* not to exceed one percent of the total weight of the shipment, from Milwaukee, Wis., to points in that part of Ohio on and north of a line beginning at the Indiana-Ohio State line and extending along U.S. Highway 30 to junction U.S. Highway 30-S, thence along U.S. Highway 30-S to junction U.S. Highway 30, thence along U.S. Highway 30 to the Ohio-West Virginia State line, except Cleveland, Lorain, Ashtabula, Niles, Painesville, Ravenna, and Youngstown, Ohio. (1) BEVERAGE TRANSPORTATION, INC., is authorized to operate as a common carrier in Ohio, Illinois, Indiana, New Jersey, New York, Pennsylvania, Wisconsin, Massachusetts, Kansas, and Missouri, and (2) B & L MOTOR FREIGHT, INC., is authorized to operate as a contract carrier in Ohio, Pennsylvania, West Virginia, Kentucky, New York, Indiana, Illinois, Michigan, Wisconsin, Missouri, Kansas, Delaware, Maryland, New Jersey, Connecticut, Massachusetts, Rhode Island, and the District of Columbia, and as a common carrier in Ohio, Indiana, Michigan, New York, Pennsylvania, Maryland, West Virginia, and Kentucky. Application has been filed for temporary authority under section 210a(b).

NOTE: B & L MOTOR FREIGHT, INC., controls CAPITOL MOTOR FREIGHT, INC., through ownership of capital stock pursuant to authority granted in Docket No. MC-F-7753, on May 18, 1961.

No. MC-F-8550. Authority sought for merger into ASSOCIATED CARRIERS, INC., 9050 Pershall Road, Hazelwood,

Mo., of the operating rights and property of ASSOCIATED TRANSPORTS, INC., 9050 Pershall Road, Hazelwood, Mo., and for acquisition by LEROY L. WADE, HELEN GRACE WADE, both of 1615 Izard Street, Omaha, Nebr., ELZA M. EASTER, MERWIN E. EASTER, LYNN W. EASTER, L. DONALD EASTER, LOWELL B. EASTER, RICHARD L. EASTER, THOMAS C. MILLER, and JACK L. EASTER, all of 4143 East 43d Street, Des Moines, Iowa, of control of such rights and property through the transaction. Applicants' attorney: James W. Wrape, 2111 Sterick Building, Memphis, Tenn. Operating rights sought to be merged: *Automobiles, trucks, chassis, and automobile parts, in truckaway and driveaway service, as a common carrier, over a regular route, between Quapaw, Okla., and the Kansas-Missouri State line, serving no intermediate points; automobiles, trucks, cabs, automobile bodies, chassis, and unfinished automobiles, restricted to initial movement, in driveaway or truckaway service, over irregular routes, from factory and assembly plants in St. Louis, Mo., to Memphis, Tenn., and points in Illinois, Missouri, Arkansas and Iowa, the commodities specified above, restricted to secondary movements, between St. Louis, Mo., on the one hand, and, on the other, Detroit, Mich., Memphis, Tenn., and points in Indiana, Illinois, Missouri, Arkansas, and those in Iowa east of a line beginning at the Minnesota-Iowa State lines, and extending along U.S. Highway 52 to Dubuque, Iowa, thence along U.S. Highway 67 to Davenport, Iowa, and thence along U.S. Highway 61 to the Iowa-Missouri State line, including points on the indicated portions of the highways specified, automobiles, trucks, tractors, chassis, cabs, and automobile bodies, restricted to initial movements, in truckaway and driveaway service, from St. Louis, Mo., to points in Indiana, the above-specified commodities, restricted to secondary movements, in truckaway and driveaway service, between points in Iowa, on the one hand, and, on the other, points in Arkansas, Illinois, Indiana, and Missouri, the operating rights granted above over irregular routes, shall be modified by insertion of the following:*

RESTRICTION: Associated Transports, Inc., shall not interchange with Highway Transport Co., Inc., any traffic originating at Kenosha, Wis.; *farm tractors* and, when part of a shipment including tractors, *farm implements, equipment, tools, parts and attachments* therefor, from St. Louis, Mo., to points in that part of Illinois, south of the northern boundaries of Adams, Schuyler, Mason, Logan, DeWitt, Platt, Champaign, and Vermilion Counties, except points in Douglas, Edgar, Coles, Cumberland, Clark, Jasper, Crawford, and Lawrence Counties, and those in that part of Missouri east of the western boundaries of Putnam, Sullivan, Linn, Chariton, Howard, Cooper, Morgan, Camden, Laclede, Wright, Douglas, and Ozark Counties; *automobiles, trucks, cabs, bodies, and chassis, finished or unfinished, and automobile parts* when moving with these commodities, by the

driveaway and truckaway methods, restricted to initial movements, from Hegewisch, Ill., to Memphis, Tenn., Quapaw, Okla., and points in Missouri and Arkansas; *new automobiles, trucks, chassis and cabs, in initial movement, by truckaway and driveaway methods, from the site of Ford Motor Company plant located near the St. Louis Municipal Airport in St. Louis County, Mo., to points in Illinois, Missouri, Iowa, Kansas, Oklahoma, Arkansas, Tennessee, and Indiana; new automobiles, trucks, and truck chassis, bodies, and cabs, in initial movements, in truckaway and driveaway service, from Kansas City, Mo., to points in Illinois; new automobiles, new trucks, new bodies, new cabs, and new chassis, and parts thereof, by the truckaway and driveaway methods, in initial movements, from the site of the plant of the Lincoln-Mercury Division of the Ford Motor Company, situated at or near the St. Louis Municipal Airport, St. Louis County, Mo., to points in that part of Alabama, on, north, and west of U.S. Highway 11, Kentucky, that part of Mississippi, on and north of U.S. Highway 80, and Nebraska;*

new automobiles, and chassis, in initial movement, in truckaway and driveaway service, and automobile bodies, from points in Madison County, Ala., to points in Mississippi, Tennessee, Arkansas, Oklahoma, Kansas, Missouri, Kentucky, Indiana, Illinois, Iowa, Nebraska, and Michigan; new automobiles, new trucks, and new chassis, in initial movements by truckaway and driveaway methods, and new bodies, and new cabs, from Robertson, Mo., including the site of the Ford Motor Company's plant near thereto, to points in Wisconsin; new automobiles and new trucks, in initial movements, in truckaway service, from Kansas City, Mo., to points in Kansas, Colorado, Utah, and Wyoming; automobiles, in initial movements, by the driveaway and truckaway methods, from the site of the Ford Motor Company's Lincoln-Mercury plant at or near Robertson, Mo., to points in Colorado, Wyoming, New Mexico, Louisiana, those in Mississippi south of U.S. Highway 80, and those in Alabama south and east of U.S. Highway 11; new automobiles, new trucks, new bodies, and new chassis, in initial movements, in truckaway and driveaway service, from the site of the Ford Motor Company plant in Clay County, Mo., to points in Arkansas, Colorado, Idaho, Illinois, Indiana, Kentucky, Louisiana, Minnesota, Mississippi, Montana, Nevada, North Dakota, Oregon, Tennessee, Utah, and Wyoming; automobiles, trucks, cabs, automobile bodies, chassis, and unfinished automobiles, restricted to initial movements, in driveaway and truckaway service, from factory and assembly plants in St. Louis, Mo., to Texarkana, Tex.; the commodities specified immediately above, restricted to secondary movements, from St. Louis, Mo., to Texarkana, Tex.; automobile, trucks, tractors, chassis, cabs, and automobile bodies, restricted to initial movements, in driveaway and truckaway service, from St. Louis, Mo., to Texarkana, Tex.; the commodities specified immediately

above, from points in Iowa to Texarkana, Tex.; automobiles, trucks, cabs, bodies, and chassis, finished or unfinished, and automobile parts when moving with these commodities by the driveaway and truckaway methods, restricted to initial movements, from Hegewisch, Ill., to Texarkana, Tex.;

new automobiles, trucks, chassis, and cabs, in initial movements, by driveaway and truckaway service, from the site of the Ford Motor Company plant located near the St. Louis Municipal Airport in St. Louis County, Mo., to Texarkana, Tex.; new automobiles, and chassis, in initial movements, in driveaway and truckaway service, and automobile bodies, from points in Madison County, Ala., to Texarkana, Tex.; new automobiles, new trucks, new chassis, in initial movements, in truckaway and driveaway service, and new bodies and new cabs, from the site of the Ford Motor Company's Lincoln-Mercury plant at Hazelwood, Mo. (near Robertson, Mo.), to points in Georgia, Florida, North Carolina and South Carolina; new automobiles, new trucks, and new chassis, in initial movements, in truckaway and driveaway service, and new bodies, and new cabs, from Hazelwood, Mo., to points in Minnesota, Montana, North Dakota, and South Dakota; new automobiles, new trucks, and new chassis, in initial movements, by truckaway or driveaway methods, and automobile and truck bodies, and cabs, from Kansas City, Mo., to points in Benton and Washington Counties, Ark.; automobiles and trucks in initial movements, in truckaway service, from the site of the Ford Motor Company plant in Kansas City, Mo., to points in New Mexico and Oklahoma, and from the site of the Ford Motor Company plant in Claycomo, Mo., to points in New Mexico, and Oklahoma; new automobiles, new trucks, and new chassis, in initial movements, in truckaway and driveaway service, from Kansas City, Mo., to points in Missouri.

RESTRICTION: Authority granted herein is restricted against the tacking thereof, directly or indirectly, with other authority held by carrier; *automobiles, trucks, automobile and truck chassis, and automobile and truck parts and accessories, incidental to equipment of vehicles being transported, in initial movements, in driveaway and truckaway service, from the site of the Ford Motor Company's Lincoln-Mercury Division plant, in Hazelwood, Mo. (near Robertson, Mo.), to points in Michigan, Ohio, and Pennsylvania; new automobiles, new trucks, and new chassis, in initial movements, in truckaway and driveaway service, and new automobile parts and accessories incidental to the vehicles transported, from the site of the Ford Motor Company plant at Claycomo (Clay County), Mo., to points in Alabama and Wisconsin; new automobiles, new trucks, and new chassis, in secondary movements, in truckaway service, and new automobile parts and accessories, incidental to the vehicles transported when moving at the same time with the above-described vehicles being transported, from the site of the Ford Motor Company assembly plant in Clay-*

como, Mo., to points in Malheur County, Oreg., points in Lander, Elko, White Pine, Humboldt, and Eureka Counties, Nev., and points in Arkansas, Colorado, Idaho, Kansas, Missouri, Montana, New Mexico, Oklahoma, Utah, and Wyoming; and new automobiles, new trucks, and new chassis, in initial movements, in truckaway service, and new automobile parts and accessories, incidental to the vehicles transported when moving at the same time with the above-described vehicles, from the site of the plant of Ford Motor Company in Claycomo, Mo., to points in Michigan, Ohio, Pennsylvania, West Virginia, North Carolina, South Carolina, and Virginia. Application has not been filed for temporary authority under section 210a(b).

NOTE: ASSOCIATED CARRIERS, INC., controls ASSOCIATED TRANSPORTS, INC., through ownership of capital stock pursuant to authority granted in Docket No. MC-F-8303, which became the order of the Commission on June 18, 1963. No. MC-F-8303 was published in the December 19, 1962, issue of the FEDERAL REGISTER on page 12602.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-9948; Filed, Sept. 17, 1963;
8:46 a.m.]

[Notice No. 866]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 13, 1963.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 66177. By order of September 11, 1963, the Transfer Board approved the transfer to Leroy E. Berry and Lincoln A. Berry, a partnership, doing business as Berry's Charter Service, Huntingtown, Md., 20639, of Certificate No. MC 114675 issued December 15, 1954, to Zellers Berry, Prince Frederick, Md., authorizing the transportation of passengers and their baggage, in charter operations, over irregular routes, beginning and ending at points in Calvert County, Md., and extending to points in Virginia, Delaware, and the District of Columbia.

No. MC-FC 66192. By order of September 11, 1963, the Transfer Board approved the substitution of American

Cartage Company, a corporation, Fresno, Calif., in lieu of Harold H. McBride, Violet McBride, administratrix, doing business as H. McBride Delivery Service, Dinuba, Calif., as applicant in No. MC 120642 (Sub-No. 1) for a certificate of registration to operate in interstate or foreign commerce authorizing operations under the former second proviso of section 206(a) (1) of the Act supported by California Certificate No. 62104, authorizing the transportation of general commodities, with specified exceptions, between all points on or within 25 miles laterally of U.S. Highway 99 between Fresno and Tulare, inclusive, and between all points within a 25-mile radius of Fresno, between all points within a 25-mile radius of Tulare; through routes and rates may be established between any and all points specified. William H. Kessler, 638 Divisadero Street, Fresno 21, Calif., attorney for applicants.

No. MC-FC 66204. By order of September 11, 1963, the Transfer Board approved the transfer of the "grandfather" operating rights claimed to have been performed by Bee Line Freight Service, Inc., doing business as Bee Line Fuel Co., P.O. Box 2280, Anchorage, Alaska, and the transfer and substitution of Donald R. Bailey, doing business as Bee Line Freight Service, Post Office Box 76, Soldatna, Alaska, in that proceeding seeking issuance of Certificate No. MC 118778 (Sub-No. 2) authorizing the transportation of: Automobiles, trucks and tractors, in truckaway and driveaway service between Seward and Anchorage, Alaska, on the one hand, and on the other, Anchorage, Alaska, and Palmer, Alaska and points within 25-mile radius of Palmer, Alaska.

No. MC-FC 66233. By order of September 11, 1963, the Transfer Board approved the transfer to Ronald D. Gillespie, Lamoni, Iowa of Permit No. MC 123550 issued February 28, 1962, to Gerald E. Shippy, Lamoni, Iowa, authorizing the transportation of inedible packinghouse byproducts, in bulk, in dump vehicles, over irregular routes, from Lamoni, Iowa, to the plant site of the Terminal Warehouse of St. Joseph, Inc., South Saint Joseph, Mo., and from the plant site of the Terminal Warehouse of St. Joseph, Inc., South Saint Joseph, Mo., to Des Moines, Iowa. Stephen Robinson, 412 Equitable Building, Des Moines, Iowa, 50309, attorney for applicants.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-9949; Filed, Sept. 17, 1963;
8:45 a.m.]

FOURTH SECTION APPLICATION FOR RELIEF

SEPTEMBER 13, 1963.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days

from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 38536: T.O.F.C. service—class rates from and to southwestern territory. Filed by Southwestern Freight Bureau, agent (No. B-8444), for interested rail carriers. Rates on various commodities moving on class rates, loaded in or on trailers and transported on railroad flat cars, between Charleston and Huntington, W. Va., on the one hand, and points in southwestern territory, on the other.

Grounds for relief: Motortruck competition.

Tariff: Supplement 72 to Southwestern Freight Bureau, agent, tariff I.C.C. 4409.

By the Commission.

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-9945; Filed, Sept. 17, 1963;
8:46 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 12, 1963.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 38534: Substituted service—SP for D. A. Beard Truck Line, et al. Filed by J. D. Hughett, agent (No. 50), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between New Orleans, La., on the one hand, and Houston, Tex., and Lake Charles, La., on the other, also between Lake Charles, La., and Houston, Tex., on traffic originating at or destined to such points or points beyond, as described in the application.

Grounds for relief: Motortruck competition.

Tariff: Supplement 1 to J. D. Hughett, agent, tariff MF-I.C.C. 375.

FSA No. 38535: Vermiculite from Kearney, S.C. Filed by Southwestern Freight Bureau, agent (No. B-8439), for interested rail carriers. Rates on vermiculite, as described in the application, in carloads, from Kearney, S.C., to points in Arkansas, New Mexico, Oklahoma, and Texas.

Grounds for relief: Import and domestic market competition.

Tariffs: Supplements 181, 150, 142 and 94 to Southwestern Freight Bureau, agent, tariffs 4400, 4397, 4337, and 4406, respectively.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-9897; Filed, Sept. 16, 1963;
8:47 a.m.]

CUMULATIVE CODIFICATION GUIDE—SEPTEMBER

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